


CONTINUING AIRWORTHINESS MANAGEMENT EXPOSITION (CAME)

Organisation : GALAXY AEROSPACE (M) SDN. BHD.
Approval No : CAMO/2016/03
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	Continuing Airworthiness Management Exposition (CAME)	
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	Issue No.	4
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INTRODUCTION

I. FOREWORD

This Exposition defines the organisation policies and procedures upon which the Civil Aviation Authority of Malaysia (CAAM) approval of GALAXY AEROSPACE (M) SDN. BHD. – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION (GAM CAMO) under CAAM CAD 6802 is based.

These procedures shall be complied with, as applicable, in order to ensure that all the continuing airworthiness activities including maintenance for aircraft managed by Galaxy Aerospace (M) Sdn. Bhd. is carried out on time and to an approved standard.

The exposition shall not override the necessity of complying with any new or amended regulation published by the CAAM from time to time where these new or amended regulations conflict with these procedures and shall be reviewed and updated as required.

The CAAM reserves the right to suspend, vary or revoke the continuing airworthiness management approval of GAM CAMO, as applicable, if the CAAM has evidence that procedures are not followed and the standards are not upheld.

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III. LIST OF EFFECTIVE PAGES

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INTRODUCTION	I. FOREWORD	1	4	0	12 July 2024
	II. TABLE OF CONTENT	2 – 5	4	1	19 August 2024
	III. LIST OF EFFECTIVE PAGES	6 – 9	4	1	19 August 2024
	IV. AMENDMENT RECORD	10 – 38	4	1	19 August 2024
	V. CERTIFICATE OF APPROVAL	39	4	0	12 July 2024
	VI. DISTRIBUTION LIST	40	4	0	12 July 2024
	VII. ABBREVIATION LIST	41 – 42	4	0	12 July 2024
0	0.1	1	4	1	19 August 2024
	0.2	2 – 4	4	1	19 August 2024
	0.3	5 – 11	4	0	12 July 2024
	0.4	12	4	0	12 July 2024
	0.5	13	4	0	12 July 2024
	0.6	14 – 17	4	0	12 July 2024
	0.7	18 – 22	4	0	12 July 2024
1	1.1	1 – 6	4	0	12 July 2024

The revised CAME had been internally reviewed for submission to CAAM for final approval		Approved by:
Prepared by:	Reviewed by:	
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Date:	Date:	Date:


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1	1.2	7 – 11	4	0	12 July 2024
	1.3	12 – 16	4	0	12 July 2024
	1.4	17 – 20	4	0	12 July 2024
	1.5	21 – 22	4	0	12 July 2024
	1.6	23– 26	4	0	12 July 2024
	1.7	27 – 29	4	0	12 July 2024
	1.8	30 – 33	4	0	12 July 2024
	1.9	34	4	0	12 July 2024
	1.10	35 - 40	4	0	12 July 2024
	1.11	41 – 43	4	0	12 July 2024
	1.12	44 – 46	4	0	12 July 2024
	1.13	47 – 51	4	0	12 July 2024
	1.14	52 – 54	4	0	12 July 2024
	1.15	55 – 58	4	0	12 July 2024
	1.16	59 – 61	4	0	12 July 2024
	1.17	62	4	0	12 July 2024
	1.18	63	4	0	12 July 2024
	1.19	64 – 66	4	0	12 July 2024

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2	2.1	1 – 5	4	0	12 July 2024
	2.2	6	4	0	12 July 2024
	2.3	7	4	0	12 July 2024
	2.4	8	4	0	12 July 2024
	2.5	9	4	0	12 July 2024
	2.6	10	4	0	12 July 2024
	2.7	11	4	0	12 July 2024
	2.8	12 -13	4	0	12 July 2024
3	3.1	1 – 3	4	0	12 July 2024
	3.2	4	4	0	12 July 2024
	3.3	5	4	0	12 July 2024
4	4.1	1 – 4	4	0	12 July 2024
	4.2	5 – 7	4	0	12 July 2024
	4.3	8 – 9	4	0	12 July 2024
	4.4	10 – 15	4	0	12 July 2024
	4.5	16 – 17	4	0	12 July 2024
	4.6	18	4	0	12 July 2024
	4.7	19	4	0	12 July 2024
	4.8	20 – 21	4	0	12 July 2024
4B	4B.1	1 – 2	4	0	12 July 2024
	4B.2	3 – 5	4	1	19 August 2024
	4B.3	6 – 7	4	0	12 July 2024
	4B.4	8	4	0	12 July 2024
	4B.5	9	4	1	19 August 2024

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5	5.1	1 – 29	4	0	12 July 2024
	5.2	30 – 31	4	1	19 August 2024
	5.3	32	4	0	12 July 2024
	5.4	33	4	1	19 August 2024
	5.5	34	4	0	12 July 2024
	5.6	35 – 36	4	1	19 August 2024
	5.7	37 – 38	4	1	19 August 2024
	5.8	39 – 45	4	0	12 July 2024
	5.9	46 – 69	4	1	19 August 2024

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Date:	Date:	Date:

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IV. AMENDMENT RECORD

a. Direct Approval Amendments

ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
1	0	01-Aug-16	1. <u>All pages</u> a. Initial issue	14-Jun-17
1	1	18-Jul-17	1. <u>Chapter 0.2.4 – Scope of Work</u> 1. To include AS355 in GAM CAMO Scope of Work 2. <u>Chapter 3.3 – Detailed List of Maintenance Contractors</u> a. To include MYCAS in the list of Maintenance Contractor 3. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> a. To include additional approval for the ARS 4. <u>Chapter 5.4 – List of Approved Maintenance Organisation Contracted</u> a. To include MYCAS in the list of Maintenance Contractor 5. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> a. To update details of aircraft managed by GAM CAMO. 6. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> a. To update Manpower Resources and Management Tool.	18-Jul-17
1	2	15-Dec-17	1. <u>Chapter 0.2.4 – Scope of Work</u> a. To include A109S and A119 in GAM CAMO Scope of Work 2. <u>Chapter 3.3 – Detailed List of Maintenance Contractors</u> a. To refer Chapter 5.4 for List of Maintenance Contractor 3. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> a. To include additional approval for the ARS 4. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> a. To include additional approval for the ARS 5. <u>Chapter 5.4 – List of Approved Maintenance Organisation Contracted</u>	15-Dec-17

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1	2	15-Dec-17	<ul style="list-style-type: none"> a. To add capability of AWM in the list of Maintenance Contractor 6. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> <ul style="list-style-type: none"> a. To update details of aircraft managed by GAM CAMO 7. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. To update Manpower Resources and Management Tool. 	15-Dec-17
1	3	25-Apr-18	<ul style="list-style-type: none"> 1. <u>Chapter 0.2.4 – Scope of Work</u> <ul style="list-style-type: none"> a. To include AW189 in GAM CAMO Scope of Work 2. <u>Chapter 0.8 – Facilities</u> <ul style="list-style-type: none"> a. To add new location of GAM CAMO facility at UniKL MIAT 3. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. To include additional approval for the ARS and new appointed ARS 4. <u>Chapter 5.4 – List of Approved Maintenance Organisation Contracted</u> <ul style="list-style-type: none"> a. To add capability of AMO in the list of Maintenance Contractor 5. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> <ul style="list-style-type: none"> a. To update details of aircraft managed by GAM CAMO. 6. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. To update Manpower Resources and Management Tool. 	25-Apr-18
1	4	20-Sep-18	<ul style="list-style-type: none"> 1. <u>Chapter 1.12 – Flight Test Procedures</u> <ul style="list-style-type: none"> a. Amend Flight Test Procedures and to include Maintenance Flight Test 2. <u>Part 4B – Permit to Fly Procedures (All pages)</u> <ul style="list-style-type: none"> a. To include Permit to Fly procedures 3. <u>Chapter 5.1 – Sample Documents</u> <ul style="list-style-type: none"> a. To include form GAM/CAMO-022 Permit to Fly Approval 4. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. 	20-Sep-18

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1	4	20-Sep-18	<ul style="list-style-type: none"> a. To include PTF privilege for ARS functions and update names of ARS 5. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> <ul style="list-style-type: none"> a. To update details of aircraft managed by GAM CAMO. 6. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. To update Manpower Resources and Management Tool 7. <u>Chapter 5.10 – List of Approved Limited Scope of Maintenance Activities</u> To include list of maintenance activities that requires Permit to Fly 	20-Sep-18
1	5	07-Nov-18	<ul style="list-style-type: none"> 1. <u>Chapter 0.8 – Facilities</u> <ul style="list-style-type: none"> a. To update GAM CAMO facility location at Helicopter Centre, Malaysia International Aerospace Centre (MIAC) 2. <u>Chapter 5.1 – Sample Documents</u> <ul style="list-style-type: none"> a. To include new and revised form for GAM CAMO 3. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. To include approval for the new appointed ARS 4. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> <ul style="list-style-type: none"> a. To update details of aircraft managed by GAM CAMO. 5. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. To update Manpower Resources and Management Tool. 	07-Dec-18
1	6	27-Mar-19	<ul style="list-style-type: none"> 1. <u>Chapter 0.2.4</u> <ul style="list-style-type: none"> a. To update AMP reference, airworthiness review privilege, and include EC155, AS365 and Bell 429 in GAM CAMO Scope of Work 2. <u>Chapter 1.6.5</u> <ul style="list-style-type: none"> a. To include procedures for the issuance of modification installation approval by GAM. 3. <u>Chapter 2.1.4</u> <ul style="list-style-type: none"> a. To detailed on the Level 1 finding category 	15-Apr-19

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1	6	27-Mar-19	<ul style="list-style-type: none"> 4. <u>Chapter 5.1</u> <ul style="list-style-type: none"> a. To include new and revised form for GAM CAMO 5. <u>Chapter 5.2</u> <ul style="list-style-type: none"> a. To include additional approval on aircraft type for ARS functions. 6. <u>Chapter 5.8</u> <ul style="list-style-type: none"> a. To update details of aircraft managed by GAM CAMO. 7. <u>Chapter 5.9</u> <ul style="list-style-type: none"> a. To update Manpower Resources and Management Tool. 8. <u>Chapter 5.10</u> <ul style="list-style-type: none"> a. To update list of approved limited scope of maintenance activities 	15-Apr-19
2	0	29-Apr-19	<ul style="list-style-type: none"> 1. <u>Cover Page</u> <ul style="list-style-type: none"> a. Amend CAME reference from GAM/DCAM/CAME to GAM/CAAM/CAME 2. <u>All pages (as applicable)</u> <ul style="list-style-type: none"> a. Changes from DCAM to CAAM 3. <u>Part 0 – General Organisation (All pages)</u> <ul style="list-style-type: none"> a. Reformatting to include numbering list system (a, b, c) for each paragraph. 4. <u>Chapter 0.2.4 – Scope of Work</u> <ul style="list-style-type: none"> a. Include A119 aircraft type into GAM CAMO capability. 5. <u>Chapter 0.5 – Personnel Requirements</u> <ul style="list-style-type: none"> a. Job description for CAMO supporting personnel refer to CAMP. 6. <u>Part 4B (All pages)</u> <ul style="list-style-type: none"> a. Update Permit to Fly procedures 	5-Aug-19
2	1	16-Aug-19	<ul style="list-style-type: none"> 1. <u>Chapter 5.1 – Sample Documents</u> <ul style="list-style-type: none"> a. To extract some internal forms out and maintain those that require CAAM approval. 2. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. Included Permit to Fly (PTF) approval for ARS and update names of ARS. 3. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> 	23-Aug-19

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2	1	16-Aug-19	<p>a. included aircraft 9M-SAS belonging to His Royal Highness, Sultan of Pahang</p> <p>4. <u>Chapter 5.10 – List of Approved Limited Scope of Maintenance Activities</u></p> <p>a. To reflect the list of scope of maintenance activities for the issuance of PTF in the second level, Continuing Airworthiness Management Procedure (CAMP).</p>	23-Aug-19
2	2	24-Dec-19	<p>1. <u>Chapter 0.2.4 – Scope of Work</u></p> <p>a. Included aircraft type A109E to GAM scope of work and update AMP reference.</p> <p>2. <u>Chapter 5.2 – List of Airworthiness Review Staff</u></p> <p>a. To update ARS 01 approval for airworthiness review and permit to fly for type A109E</p> <p>3. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u></p> <p>a. Updated list of aircraft managed under GAM CAMO</p> <p>4. <u>Chapter 5.9 – Manpower Resources and Management Tool</u></p> <p>a. Updated manpower resources and include ARS function for PTF issuance in Manpower Resources and Management Tool</p>	06-Jan-20
2	3	15-Mar-20	<p>1. <u>Chapter 0.2.4 – Scope of Work</u></p> <p>a. Include aircraft type B300 to GAM scope of work and update AMP reference.</p> <p>2. <u>Chapter 0.3.3 – Quality Assurance Manager</u></p> <p>a. Replacement of nominated post holder for Quality Assurance Manager (QAM)</p> <p>3. <u>Chapter 0.3.5.1 – Accountable Manager (AM)</u></p> <p>a. Include duties and responsibilities of Accountable Manager (AM) as acting Quality Assurance Manager (QAM) in the event of his absence.</p> <p>4. <u>Chapter 0.5 – Personnel Requirements</u></p> <p>a. Include diploma with level of experiences criteria for CAMO personnel requirements.</p> <p>5. <u>Chapter 0.7.2 – CAMO Manuals Reference</u></p> <p>a. Rephrased description of CAMO manuals reference and include third level documents in description.</p>	30-Mar-20

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2	3	15-Mar-20	<p>b. Remove Quality Assurance Notice (QAN) as third level for CAMO Manuals reference as QAN controlled separately by QA Department and not limited to CAME procedures only.</p> <p>6. <u>Chapter 1.1.1.1 – The Journey Log Book Content</u></p> <p>a. Rephrase term of “Certificate of Release to Service” to “Maintenance Release Certificate”.</p> <p>b. Correction on policy for the submission for approval of AJL through CAAM not QAM.</p> <p>c. Rephrase term “Technical Log” to “Journey Log”.</p> <p>7. <u>Chapter 1.2 – Aircraft (AMP)</u></p> <p>a. Correction title from “Programmes” to “Programme”</p> <p>8. <u>Chapter 1.2.1 – General</u></p> <p>a. Typo correction from “Program” to “Programme”</p> <p>9. <u>Chapter 1.3.2 – Records</u></p> <p>a. Correction on policy to retain records for a period not less than 12 months in case of aircraft permanently withdrawn from service instead for a period not less than 36 months after the aircraft or component has been released to service.</p> <p>10. <u>Chapter 1.7.3 – Deferred Defect Policy</u></p> <p>a. Correction of abbreviation from CAM to CMM</p> <p>14. <u>Chapter 1.8 – In Service Difficulty Reporting (ISDR)</u></p> <p>a. Updated policy from “Mandatory Occurrence Reporting” to “In Service Difficulty Reporting (ISDR)” as per requirement by CAAM.</p> <p>15. <u>Chapter 1.10 – Daily / Pre-Flight / Turnaround Inspections</u></p> <p>a. Detailed on only task in maintenance manual to be include in Aircraft Maintenance Programme and not flight manual</p> <p>16. <u>Chapter 1.11.1 – General</u></p> <p>a. Correction of abbreviation from CAM to CMM</p>	30-Mar-20

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
2	3	15-Mar-20	<p>17. <u>Chapter 1.12.1 – Flight Test Criteria</u> a. Rephrase term from “Maintenance Check Flight Schedule (MCFS)” to “Maintenance Flight Test Schedule (MFTS)”</p> <p>18. <u>Chapter 1.12.2.2 – Maintenance Flight Test Schedule</u> a. Rephrase term from “Maintenance Check Flight Schedule (MCFS)” to “Maintenance Flight Test Schedule (MFTS)”</p> <p>19. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> a. Added ARS privilege and ARS 02 approval for airworthiness review and permit to fly for type B300.</p> <p>20. <u>Chapter 5.4 – List of Approved Maintenance Organisations Contracted</u> a. Updated aircraft type capability for contracted AMO for type A109E, B300 and EC155B.</p> <p>21. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> a. Updated list of aircraft managed under GAM CAMO.</p> <p>22. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> a. Updated manpower resources for inclusion of aircraft type B300 in Manpower Resources and Management Tool</p>	30-Mar-20
2	4	05-Oct-20	<p>1. <u>Cover Page</u> a. Inserted organisation name and company approval no. b. Updated CAME revision no and date</p> <p>2. <u>Abbreviation List</u> a. Corrected spelling to Aircraft Maintenance Programme</p> <p>3. <u>Chapter 0.2.4 – Scope of Work</u> a. Updated AMP reference</p> <p>4. <u>Chapter 1.1 – Aircraft Journey Log Utilisation and MEL Application</u> a. Revised and updated policy in accordance with CAAM requirements.</p> <p>5. <u>Chapter 1.3 – Time and Continuing Airworthiness Records: Responsibilities, Retention & Access</u></p>	06-Nov-20

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
2	4	05-Oct-20	<ul style="list-style-type: none"> a. Revised and updated policy in accordance with CAAM requirements. 6. <u>Chapter 1.7.5 – In Service Difficulty Reporting (ISDR)</u> <ul style="list-style-type: none"> a. Inserted ISDR policy to Chapter 1.7 from Chapter 1.8 7. <u>Chapter 1.8 – Engineering Activity</u> <ul style="list-style-type: none"> a. Inserted new policy on Engineering Activity 8. <u>Chapter 1.13 – Planning Procedures</u> <ul style="list-style-type: none"> a. Revised and updated policy in accordance with CAAM requirements 9. <u>Chapter 1.14 – Airworthiness Data Control</u> <ul style="list-style-type: none"> a. Inserted new policy on Airworthiness Data Control 10. <u>Chapter 1.15 – Control of Personnel Competence</u> <ul style="list-style-type: none"> a. Inserted new policy on Control of Personnel Competence 11. <u>Chapter 1.16 – Subcontracting Management Control Procedure</u> <ul style="list-style-type: none"> a. Inserted new policy on Subcontracting Management Control Procedure. 12. <u>Part 3 – Contracted Maintenance (All pages)</u> <ul style="list-style-type: none"> a. Revised and updated policy on Part 3 Contracted Maintenance in accordance with CAAM requirements 13. <u>Part 4 – Airworthiness Review Procedures (All pages)</u> <ul style="list-style-type: none"> a. Reformatting to include numbering list system (a, b, c) for each paragraph. 14. <u>Chapter 4.1 – Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. Revised ARS qualification as per AN 6102 15. <u>Chapter 4.3 – Physical Survey</u> <ul style="list-style-type: none"> a. Revised physical survey period to be performed from 60 days to 90 days prior C of A expiry 16. <u>Chapter 4.4 – Additional procedures for recommendations to CAAM for the import of the aircraft</u> <ul style="list-style-type: none"> a. Corrected typo from CAAMM to CAAM b. Replace reference CAAM AN 2 to AN 8301 17. <u>Chapter 5.1 – Sample Documents</u> <ul style="list-style-type: none"> a. Updated controlled form 	06-Nov-20

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
2	4	05-Oct-20	<p>18. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> a. Updated approval for Airworthiness Review Staff</p> <p>19. <u>Chapter 5.4 – List of Approved Maintenance Organisations Contracted</u> a. Updated capability on contracted approved maintenance organisation</p> <p>20. <u>Chapter 5.8 – Details of Aircraft Managed by GAM – CAMO</u> a. Updated list of aircraft managed by GAM CAMO</p> <p>21. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> Updated Manpower Resources and Management Tool.</p>	06-Nov-20
2	5	21-Dec-20	<p>1. <u>Chapter 0.2.2 – Relationship with Other Organisations</u> a. Included GAM as a Part 21 approved design organisation</p> <p>2. <u>Chapter 0.2.4 – Scope of Work</u> a. Include aircraft type R44 to GAM scope of work and update AMP reference</p> <p>3. <u>Chapter 0.4.2 – Continuing Airworthiness Management Organisation Chart</u> a. Included Deputy Continuing Airworthiness Management Manager into the organisation chart.</p> <p>4. <u>Chapter 0.8 – Facilities</u> a. Included additional location for GAM CAMO facilities at PGU</p> <p>5. <u>Chapter 1.1.1.1 – The Journey Log Content</u> a. Added policy for fully utilising previously approved AJL prior using the newly approved AJL.</p> <p>6. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> a. Added ARS privilege and ARS 01 and ARS 03 approval for airworthiness review and permit to fly for type EC120 b. Included approval for new appointed ARS for type R44</p>	04-Jan-21

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
2	5	21-Dec-20	<p>7. <u>Chapter 5.4 – List of Approved Maintenance Organisation Contracted</u> a. Updated aircraft type capability for contracted AMO for type R44</p> <p>8. <u>Chapter 5.8 – Details of Aircraft Managed by GAM CAMO</u> a. Updated list of aircraft managed by GAM CAMO</p> <p>9. <u>Chapter 5.9 – Manpower Resources and Management Tools</u> a. Updated Manpower Resources and Management Tools</p>	04-Jan-21
2	6	01-Dec-21	<p>1. <u>Cover Page</u> a. Updated CAME revision no and date</p> <p>2. <u>Table of Content</u> a. Updated Table of Content.</p> <p>3. <u>IV. Distribution List</u> a. Update distribution list with 2 copy of original (MASTER) b. Include GAMS portal as controlled holder of CAME.</p> <p>4. <u>V. Abbreviation List</u> a. Included CAD and CAGM in list.</p> <p>5. <u>VI. CAAM Certificate of Approval</u> a. Included GAM CAMO CAAM Certificate of Approval</p> <p>6. <u>Chapter 0.2 – General Information</u> a. 0.2.4 – Updated AMP reference. b. 0.2.4 – Updated privilege for Airworthiness Review and Permit to Fly EC120B.</p> <p>7. <u>Chapter 1.1 – Aircraft Journey Log Utilisation and MEL Application</u> a. 1.1.1.1- Update policy on AJL copies b. 1.1.2 – Included policy for the MEL review and amendment period.</p> <p>8. <u>Chapter 1.2 – Aircraft Maintenance Programme (AMP)</u> a. 1.2.1 – Update policy on the periodically review of the AMP minimum annually from initial issue date or from the revision date, as applicable. b. 1.2.3.2,1.2.3.3 – Submission of the AMP to CAAM changed from by operator to CAMO</p>	15-Dec-21

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
2	6	01-Dec-21	<p>9. <u>Chapter 1.4 – Accomplishment and Control of Airworthiness Directives</u></p> <p>a. 1.4.1 – Remove policy on filing of hard copies of Airworthiness Directives in office cabinet.</p> <p>b. 1.4.1 – Include policy for monthly reporting to CAAM for AD compliance issued by CAAM or State of Design as per CAD 6801.</p> <p>c. 1.4.2 – Remove policy on AD compliance requires operator’s decision.</p> <p>d. 1.4.3 – Include new policy on AD Control.</p> <p>10. 1.4.4 – Include new policy on AD Listing</p> <p>Chapter 1.6 – <u>Repair Modification Standards</u></p> <p>a. 1.6.5 – Remove policy on Conformity Inspection and introduce policy Assessment as per CAD 8109/8110.</p> <p>b. 1.6.6 – Include new policy on Recording of Modification as per CAD 8109/8110.</p> <p>11. <u>Chapter 1.7 – Defect Reports</u></p> <p>a. – Remove policy on In Service Difficulty Reporting (ISDR) and include new policy Mandatory Occurrence Reporting – Airworthiness Aspect.</p> <p>12. <u>Chapter 1.11 – Aircraft Weighing</u></p> <p>a. Update policy as per CAD 6805 and include reference to GAM MBP.</p> <p>a. 1.11.2 – Update policy as per CAD 6805.</p> <p>b. 1.11.4 – Update policy as per CAD 6805 and include reference to GAM MBP.</p> <p>c. 1.11.5 – Include new policy Mass and Balance Calculations.</p> <p>d. 1.11.6 – Include new policy Mass and Balance Records.</p> <p>13. <u>Chapter 1.12 – Flight Test Procedures</u></p> <p>a. Amend Notice 8305 to CAD 8305.</p> <p>14. <u>Chapter 1.16 – Subcontracting Management Control Procedure</u></p> <p>a. Amend Notice 6102 to CAD 6802.</p> <p>15. <u>Chapter 2.7 – Records Keeping</u></p> <p>a. Include new policy on record keeping system on Quality System.</p> <p>16. <u>Chapter 2.8 – Independent Audits of the Quality System</u></p> <p>a. Include new policy on independent audits of quality system.</p>	15-Dec-21

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2	6	01-Dec-21	<p>17. <u>Chapter 3.1 – Maintenance Contractor Selection Procedure</u> a. Amend Notice 6101 , 6102, 6501 to CAD 6801, 6802 and 8601 respectively.</p> <p>18. <u>Chapter 3.3 – Quality Audit of Sub-contracted CAMO Tasks</u> a. Include new policy on quality audits of sub-contracted CAMO tasks.</p> <p>19. <u>Chapter 4.1 – Airworthiness Review Staff</u> a. Amend control form number GAM/CAMO-002 to GAM/C-002 b. Amend control form number GAM/CAMO-003 to GAM/C-003 c. Amend Notice 6102, 1101 to CAD 6802 and 1801 respectively. d. Amend Director General to CAAM.</p> <p>20. <u>Chapter 4.3 – Physical Survey</u> a. Amend control form number GAM/CAMO-003 to GAM/C-003</p> <p>21. <u>Chapter 4.4 – Additional Procedures for Recommendations to CAAM for the Import of the Aircraft</u> a. Amend Notice 8301 , to CAD 8301.</p> <p>22. <u>Chapter 4.5 – Airworthiness Review Report to CAAM for the Issuance or Renewal of Certificate of Airworthiness</u> a. Amend control form number GAM/CAMO-002 to GAM/C-002.</p> <p>23. <u>Chapter 4.6 – Control of an ARR</u> a. Include new policy on control of an ARR.</p> <p>24. <u>Chapter 4B.1 – Introduction</u> a. Amend Notice 8305 to CAD 8305.</p> <p>25. <u>Chapter 4B.2 – Issuance of Permit to Fly under CAMO privilege</u> a. Amend Notice 6102 and 8305 to CAD 6802 and 8305 respectively.</p> <p>26. <u>Chapter 4B.3 – Conformity with Flight Condition and with Conditions</u> a. Amend Notice 8305 to CAD 8305.</p> <p>27. <u>Chapter 4B.4 – Conformity with Flight Condition and with Conditions</u> a. Amend Notice 6101, 6102 and 8305 to CAD 6801, 6802 and 8305 respectively.</p>	15-Dec-21

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2	6	01-Dec-21	<p>28. <u>Chapter 4B.5 – Conformity with Flight Condition and with Conditions</u></p> <p>a. Amend Notice 8305 to CAD 8305.</p> <p>b. Amend control form number GAM/CAMO-022 to GAM/C-022.</p> <p>29. <u>Chapter 4B.7 – Permit to Fly Flowchart</u></p> <p>a. Amend control form number GAM/CAMO-022 to GAM/C-022.</p> <p>30. <u>Chapter 5.1 – Sample Documents</u></p> <p>a. Update form.</p> <p>31. <u>Chapter 5.2 – List of Airworthiness Review Staff</u></p> <p>a. Update list of ARS.</p> <p>32. <u>Chapter 5.8 – Details of Aircraft Managed by GAM CAMO</u></p> <p>a. Update list of aircraft managed by GAM CAMO</p> <p>33. <u>Chapter 5.9 – Manpower Resources and Management Tool</u></p> <p>a. Update manpower resources.</p> <p>34. <u>Chapter 5.10 – List of Approved Limited Scope of Maintenance Activities</u></p> <p>a. Include list of approved limited scope of maintenance activities.</p>	15-Dec-21
2	7	14-Feb-22	<p>1. <u>Cover Page</u></p> <p>a. Updated CAME revision no and date</p> <p>2. <u>Table of Content</u></p> <p>a. Updated Table of Content.</p> <p>3. <u>Chapter 0.2 – General Information</u></p> <p>a. 0.2.4 – Updated AMP reference.</p> <p>b. 0.2.4 – Updated privilege for Airworthiness Review and Permit to Fly A109S.</p> <p>c. Include new privilege for Airworthiness Review and Permit to Fly R66</p> <p>4. <u>Chapter 0.5 – Notification Procedure to the Civil Aviation Authority of Malaysia</u></p> <p>a. Remove Personnel Requirements and replaced with Notification Procedures to the CAAM as per CAAM CAME Checklist CAAM/AW/6802-03 260721.</p> <p>5. <u>Chapter 0.6 – Continuing Airworthiness Management Exposition Amendment Procedures</u></p>	21-Feb-22

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
2	7	14-Feb-22	<ul style="list-style-type: none"> a. Update policy on CAME Amendment procedure based on CAAM CAME Checklist CAAM/AW/6802-03 260721. 6. <u>Chapter 0.7 – Facilities</u> <ul style="list-style-type: none"> a. Update facility on the relocation area of GAM CAMO at CAMO HQ. 7. <u>Chapter 4.1 – Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. Include description on the responsibilities of ARS. b. Include procedure for ARS authorisation. 8. <u>Chapter 5.1 – Sample Documents</u> <ul style="list-style-type: none"> a. Include AJL for R66 9. <u>Chapter 5.2 – List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. Update list and privilege of ARS 10. <u>Chapter 5.4 – List of Approved Maintenance Organisations Contracted</u> <ul style="list-style-type: none"> a. Update list of capability for GAM AMO and contracted AMO 11. <u>Chapter 5.7 – Compliance Checklist</u> <ul style="list-style-type: none"> a. Transfer matrix compliance of CAME to CAD 6801 and 6802 to Compliance Checklist ref. GAM/CAME/CC. 12. <u>Chapter 5.8 – Details of Aircraft Managed by GAM CAMO</u> <ul style="list-style-type: none"> a. Update list of aircraft managed by GAM CAMO. 13. <u>Chapter 5.9 – Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. Update manpower resources 14. <u>Chapter 5.10 – Details of Aircraft Managed by GAM CAMO</u> <ul style="list-style-type: none"> a. Update list of approved limited scope of maintenance activities for R66 	21-Feb-22
3	0	10-Aug-22	<ul style="list-style-type: none"> 1. <u>Cover Page</u> <ul style="list-style-type: none"> a. Update issue no., revision no. and revision date. b. Include email address. 2. <u>All pages</u> <ul style="list-style-type: none"> a. Reformatting numbering system for each paragraph. 3. <u>I – Foreword</u> 	23-Sep-22

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	0	10-Aug-22	<p>a. Introduce Foreword as per CAAM CAME Checklist CAAM/AW/6802-03</p> <p>4. <u>II – Table of Content</u> a. Update chapter title and page number.</p> <p>5. <u>III – List of Effective Pages</u> a. Update page no, issue no. and date for all pages.</p> <p>6. <u>V – Abbreviation List</u> a. Include AJL, MBP, MBR, MCGS, PIREP, PMI, POI, QPM in the list.</p> <p>7. <u>0.2 – General Information and Scope of Work</u> a. Update Chapter 0.2 as per CAAM CAME Checklist CAAM/AW/6802-03 b. Include new privilege Subpart G and I approval for Cessna 172S, Cessna 208 and PC-6.</p> <p>8. <u>0.3 – Management Personnel</u> a. Update Chapter 0.3 as per CAAM CAME Checklist CAAM/AW/6802-03. b. Introduce Table for list of nominated post holder. c. Introduce paragraph 0.3.4 – Continuing Airworthiness Coordination as per CAAM CAME Checklist CAAM/AW/6802-03. d. Introduce form GAM/C-052 for Manpower Resources. e. Update table of training required for GAM CAMO</p> <p>9. <u>0.4 – Management Organisation Charts</u> a. Include name of post holders in 0.4.2 CAMO Chart as required by CAAM CAME Checklist CAAM/AW/6802-03..</p> <p>10. <u>0.6 – CAME Amendments Procedure</u> a. Update numbering for Chapter 0.6 as per CAAM CAME Checklist CAAM/AW/6802-03. b. Update paragraph 0.6.5 – CAMO Manuals Reference to include Mass & Balance Programme and Mass & Balance Procedure manuals. c. Update paragraph 0.6.6 – CAME Review to include participants for the review meeting.</p> <p>11. <u>0.7 – Facilities</u> a. Update paragraph 0.7.6 for typo in Figure numbering reference</p>	23-Sep-22

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	0	10-Aug-22	<p>12. <u>Part 1 – Continuing Airworthiness Management Procedure</u> a. Update Part 1 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>13. <u>1.6 – Non-Mandatory Modification Embodiment Policy</u></p> <p>14. Introduce Chapter 1.6 – Non-Mandatory Modification Embodiment Policy as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>15. <u>1.8 – Defect Reports</u> a. Update Chapter 1.8 as per CAAM CAME Checklist CAAM/AW/6802-03. b. Introduce new paragraph 1.8.4 – Non Deferrable Defects Away From Base . c. Introduce new paragraph 1.8.7 – Liasion Meetings</p> <p>16. <u>1.9 – Engineering Activity</u> a. Update CAAM AN 78 reference to CAD 8106.</p> <p>17. <u>1.10 – Reliability Programmes</u> a. Update Chapter 1.10 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>18. <u>1.11 – Pre-flight Inspections</u> a. Update Chapter 1.11 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>19. <u>1.13 – Check Flight Procedures</u> a. Update Chapter 1.13 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>20. <u>1.16 – Control of Personnel Competence</u> a. Update Chapter 1.16 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>21. <u>1.18 – Safety Management System (CAT only)</u> a. Include Chapter 1.18 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>22. <u>Part 2– Quality System</u> a. Update Part 2 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>23. <u>Part 3– Contracted Maintenance</u> a. Update Part 3 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>24. <u>Part 4– Airworthiness Review Procedures</u> a. Update Part 3 as per CAAM CAME Checklist CAAM/AW/6802-03.</p>	23-Sep-22

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	0	10-Aug-22	<p>25. <u>4.2 – Review of Aircraft Records</u></p> <p>a. Include procedure from CAGM 6802 para. 8.2.</p> <p>b. Include reference to CAMP 5.6.1 for further details.</p> <p>26. <u>4.3 – Physical Survey</u></p> <p>a. Include procedure from CAGM 6802 para. 8.3.</p> <p>b. Include reference to CAMP 5.6.2 for further details.</p> <p>27. <u>4.4 – Additional Procedures for Recommendations to CAAM for the Import of Aircraft/Used Aircraft</u></p> <p>a. Update Chapter 4.4 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>28. <u>4.5 – Airworthiness Review Report</u></p> <p>a. Update Chapter 4.5 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>b. Include reference to CAMP Chapter 5.8 and 5.9.</p> <p>29. <u>4.7 – Airworthiness Review Records, Responsibilities, Retention and Access</u></p> <p>a. Update Chapter 4.7 as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>30. <u>Part 4B– Permit to Fly</u></p> <p>Update Part 4B as per CAAM CAME Checklist CAAM/AW/6802-03.</p> <p>31. <u>Part 5– Appendices</u></p> <p>a. Update Part 5 as per CAAM CAME Checklist CAAM/AW/6802-03..</p>	23-Sep-22
3	1	14-Feb-23	<p>1. <u>Cover Page</u></p> <p>a. Updated CAME revision no and date.</p> <p>2. <u>II. Table of Content</u></p> <p>a. Update page number.</p> <p>3. <u>III. List of Effective Pages</u></p> <p>a. Update revision no and revision date of revised pages.</p> <p>4. <u>IV. Amendment Record</u></p> <p>a. Update amendment details for Direct Approval Amendments.</p> <p>5. <u>0.2 General Information and Scope of Work</u></p> <p>a. Update Scope of Approval to include engine type</p> <p>a.</p>	16-Feb-23

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	1	14-Feb-23	<ul style="list-style-type: none"> b. 0.2.6.1 – Include aircraft type R44 II to Scope of Approval. 6. <u>0.3 Management Personnel</u> <ul style="list-style-type: none"> a. 0.3.6.2 – Correct typo reference paragraph 0.3.7.4 to paragraph 0.3.8.4. b. 0.3.7.3 – Amended Deputy to Nominated Persons for CMM c. 0.3.9.1.3 – Amended latest issue no.and date for Manpower Resources and Management Tool. d. Included reference to CAN 31 for latest manhour availability within GAM CAMO. 7. <u>1.4 Accomplishment and Control of Airworthiness Directive</u> <ul style="list-style-type: none"> a. 1.4.1.2 – Update website reference for FAA AD. 8. <u>1.14 Planning Procedures</u> <ul style="list-style-type: none"> a. 1.14.2.5 – Correct typo GM to GAM. 9. <u>5.1 Sample Documents</u> <ul style="list-style-type: none"> a. 5.1.1 – Include in list for AJL aircraft type R44. b. 5.1.14 – Include sample AJL for aircraft type R44. 10. <u>5.2 List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. Include ARS approval privilege for aircraft type R44 II, Cessna 172S, Cessna 208 and Pilatus PC6 b. Include AW139 ARS approval for Mohd Nor Azlizan (ARS 08). 11. <u>5.4 List of Approved Maintenance Organizations and List of Maintenance Contracts</u> <ul style="list-style-type: none"> a. Update maintenance contract reference for Mycopter Aviation Services Sdn. Bhd. 12. <u>5.6 List of Approved Maintenance Programme as per CAD 6801 and CAD 6802</u> <ul style="list-style-type: none"> a. Include AMP for aircraft 9M-DAK, 9M-BGH and 9M-KEL 13. <u>5.7 Details of Aircraft Managed by GAM CAMO</u> <ul style="list-style-type: none"> a. Include aircraft 9M-KEL, 9M-BGH AND 9M-DAK 14. <u>5.8 Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. Update manpower resources and management. 	16-Feb-23

Reference	GAM/CAAM/CAME
Issue No.	4
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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	1	14-Feb-23	<p>15. <u>5.9 List of Approved Limited Scope of Maintenance Activities</u></p> <p>a. 5.9.1 – Update condition on item 4, 17 and 24 to perform the rotor track and balance</p> <p>b. 5.9.3 – Update condition for item 1 and 19 to perform the rotor track and balance</p> <p>c. 5.9.8 – Include R44 II maintenance activities that requires maintenance flight test.</p>	16-Feb-23
3	2	22-May-23	<p>1. <u>Cover Page</u></p> <p>a. Updated CAME revision no and date.</p> <p>2. <u>II. Table of Content</u></p> <p>a. Update page number.</p> <p>3. <u>III. List of Effective Pages</u></p> <p>a. Update revision no and revision date of revised pages.</p> <p>4. <u>IV. Amendment Record</u></p> <p>a. Update amendment details for Direct Approval Amendments.</p> <p>b. Update and integrated indirect approval amendment for Issue 3 Rev 1A.</p> <p>5. <u>V. Certificate of Approval</u></p> <p>a. Update latest Certificate of Approval</p> <p>6. <u>0.2 General Information and Scope of Work</u></p> <p>a. Update date included for aircraft type R44 II to Scope of Approval</p> <p>7. <u>1.10 Reliability Programmes</u></p> <p>a. 1.10.6 – Introduce new policy on reliability reporting to CAAM</p> <p>8. <u>5.1 Sample Documents</u></p> <p>a. Integrate indirect approval amendment Issue 3 Rev 1A</p> <p>b. 5.1.16 – Include AJL for RMPAOF ICP fleet (Cessna 208, Cessna 172S and PC-6)</p> <p>9. <u>5.4 List of Approved Maintenance Organizations and List of Maintenance Contracts</u></p> <p>a. Include GAM AMO capability for aircraft type EC155B1 and R44 II.</p> <p>10. <u>5.6 List of Approved Maintenance Programme as per CAD 6801 and CAD 6802</u></p> <p>a. Include AMP for RMPAOF Cessna 172S and Cessna 208 fleet..</p>	31-May-23

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	2	22-May-23	<ul style="list-style-type: none"> b. Remove AMP for Tuah Usaha R44 II (9M-DAK) fleet due to termination of CAMO. 11. <u>5.7 Details of Aircraft Managed by GAM CAMO</u> <ul style="list-style-type: none"> a. Remove 9M-GGB and 9M-DAK due to termination of CAMO. 12. <u>5.8 Manpower Resources and Management Tool</u> <ul style="list-style-type: none"> a. Update manpower resources and management. 13. <u>5.9 List of Approved Limited Scope of Maintenance Activities</u> <ul style="list-style-type: none"> a. 5.9.7 – Amend table numbering due to typo. 	31-May-23
3	3	20-Nov-23	<ul style="list-style-type: none"> 1. <u>Cover Page</u> <ul style="list-style-type: none"> a. Updated CAME revision no and date. 2. <u>II. Table of Content</u> <ul style="list-style-type: none"> a. Update page number. 3. <u>III. List of Effective Pages</u> <ul style="list-style-type: none"> a. Update revision no and revision date of revised pages. 4. <u>IV. Amendment Record</u> <ul style="list-style-type: none"> a. Update amendment details for Direct Approval Amendments. 5. <u>V. Certificate of Approval</u> <ul style="list-style-type: none"> a. Update latest Certificate of Approval 6. <u>VII. Abbreviation List</u> <ul style="list-style-type: none"> a. Include abbreviation meaning for MMEL and MOC 7. <u>0.2 General Information and Scope of Work</u> <ul style="list-style-type: none"> a. Include aircraft type AS350B3 fitted with Arriel 2D and AS350B2 fitted with Arriel 1D1 to Scope of Approval. 8. <u>0.3 Management Personnel</u> <ul style="list-style-type: none"> a. 0.3.9.2 Training Policy – Elaborate requirement on initial training and continuous training. 9. <u>0.4 Management Organisation Charts</u> <ul style="list-style-type: none"> a. 0.4.2 Continuing Airworthiness Management Organisation Chart – Added dotted line for ARS reporting to AM. 	16-Mar-24

Reference	GAM/CAAM/CAME
Issue No.	4
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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	3	20-Nov-23	<p>10. <u>1.1 Aircraft Journey Log Utilisation and MEL Application</u></p> <p>a. 1.1b MEL Application – Amend form title to Aircraft Deferred Defect Record.</p> <p>11. <u>1.2 Aircraft Maintenance Programme (AMP)</u></p> <p>a. 1.2.2.3 AMP Amendments – Include participants for AMP review committee.</p> <p>b. 1.2.2.4 Approval by the CAAM – Amend paragraph reference.</p> <p>12. <u>1.3 Time and Continuing Airworthiness Records</u></p> <p>a. 1.3.2 Preservation of Continuing Airworthiness Records – Amend paragraph to specify method on keeping the records.</p> <p>13. <u>1.4 Accomplishment and Control of Airworthiness Directive</u></p> <p>a. 1.4.4 Airworthiness Directive Listing – Include reference to detailed procedure in CAMP.</p> <p>14. <u>1.5 Analysis of the Effectiveness of the Maintenance Programme</u></p> <p>a. 1.5.2 Liaison Meetings – Make reference to paragraph 1.2.2.3.2 on the committee member.</p> <p>15. <u>1.8 Defect Reports</u></p> <p>a. 1.8.6 Mandatory Occurrence Reporting – Airworthiness Aspect – Update channel for reporting MOR to CAAM through CARES.</p> <p>16. <u>1.11 Pre-flight Inspections</u></p> <p>a. 1.11.1 General – Scope and Definition – Added title sub-chapter to content as per CAAM CAME checklist</p> <p>b. 1.11.2 Evaluation of Pre-flight Inspection Content – Added title sub-chapter to content as per CAAM CAME checklist.</p> <p>c. 1.11.3 Concurrent with AMP – Added new sub-chapter policy as per CAAM CAME checklist.</p> <p>d. 1.11.4 Responsibility of Training of Personnel Performing Pre-flight Inspection</p>	16-Mar-24

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	3	20-Nov-23	<p>e. – Added title sub-chapter to content as per CAAM CAME checklist and include policy.on GAM CAMO to nominate pilot for task trained</p> <p>f. 1.11.5 Content of Pre-flight Inspection Training – Training Standard– Added new sub-chapter policy as per CAAM CAME checklist.</p> <p>g. 1.11.6 Records of Training – Added title sub-chapter to content as per CAAM checklist</p> <p>17. <u>1.14 Planning Procedures</u></p> <p>a. 1.14.2 Planning of AMP Task – Include reference to detailed procedure in CAMP.</p> <p>b. 1.14.3 Monitoring of Maintenance Between Scheduled Maintenance – Include reference to detailed procedure in CAMP</p> <p>18. <u>2.1 Continuing Airworthiness Quality Policy, Plan and Audit Procedure</u></p> <p>a. 2.1.2 Quality System Policy – Amend reference.</p> <p>19. <u>4.8 Procedures to Manage ARR Outsourced to Contracted CAMO</u></p> <p>a. Added new policy on the management of ARR outsourced to contracted CAMO.</p> <p>20. <u>4B.3 Permit to Fly Authorised Signatories</u></p> <p>a. 4B.3.5 – Delete requirement for list of PTF issued to be kept in ARS personal file by QA.</p> <p>21. <u>5.1 Sample Documents</u></p> <p>a. Update form for ARR and AJL for RMPAOF Cessna 208, Cessna 172S & PC-6 fleet, remove AJL for Helang Flying Academy.</p> <p>22. <u>5.2 List of Airworthiness Review Staff</u></p> <p>a. Include ARS 07 approval for aircraft type R44.</p> <p>23. <u>5.4 List of Approved Maintenance Organizations and List of Maintenance Contracts</u></p> <p>Contracted AMO – Remove Mycopter as contracted AMO due to termination.</p>	16-Mar-24

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
3	3	20-Nov-23	<p>b. f CAMO contract with owner (Helang Flying Academy Sdn. Bhd.).</p> <p>24. <u>5.6 List of Approved Maintenance Programme as per CAD 6801 and CAD 6802</u></p> <p>a. Remove AMP for 9M-BGH, 9M-HFA, 9M-JAG due to termination of CAMO contract.</p> <p>25. <u>5.7 Details of Aircraft Managed by GAM CAMO</u></p> <p>a. Remove aircraft 9M-BGH, 9M-HFA, 9M-JAG due to termination of CAMO contract.</p> <p>26. <u>5.8 Manpower Resources and Mangement Tool</u></p> <p>a. Update manpower resources and management.</p> <p>27. <u>5.9 List of Approved Limited Scope of Maintenance Activities</u></p> <p>a. Include list for aircraft AS350B3 (Arriel 2D) and AS350B2.</p>	16-Mar-24
4	0	12-Jul-24	<p>1. <u>Cover Page</u></p> <p>a. Update issue no., revision no. and revision date.</p> <p>2. <u>All pages</u></p> <p>a. Update new logo for GAM</p> <p>3. <u>II. Table of Content</u></p> <p>a. Update page number.</p> <p>4. <u>III. List of Effective Pages</u></p> <p>a. Update revision no and revision date of revised pages.</p> <p>5. <u>IV. Amendment Record</u></p> <p>a. Update amendment details for Direct Approval Amendments.</p> <p>b. Update and integrated indirect approval amendment for Issue 3 Rev 3A.</p> <p>6. <u>V. Certificate of Approval</u></p> <p>a. Update latest Certificate of Approval</p> <p>7. <u>0.2 General Information and Scope of Work</u></p> <p>a. 0.2.6 – Update date included for aircraft type AS350B3 and AS350B2 to Scope of Approval.</p> <p>8. <u>0.3 Management Personnel</u></p> <p>a. . 0.3.7 Acting / Deputy to Nominated Persons – Amend paragraph title and.</p>	01-Aug-2024

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
4	0	12-Jul-24	<p>include personnel for acting AM in table para. 0.3.7.3</p> <p>b. 0.3.9.2 Training Policy – Remove training matrix table and include reference to form GAM/Q-074 Training Needs Assessment Matrix for all CAMO personnel in para. 0.3.9.2.7.</p> <p>9. <u>0.5 Notification Procedure to the CAAM</u></p> <p>a. 0.5.1 – Added wording CAME to paragraph 0.5.1.c).</p> <p>10. <u>0.7 Facilities</u></p> <p>a. 0.7.3 – changed vault room to restricted room and update layout in Figure 2.</p> <p>b. 0.7.5. – Added new paragraph to further describe on CAMO office at PGU.</p> <p>11. <u>1.1 AJL and MEL Application</u></p> <p>a. 1.1a.3 – Remove optional 4th copy of AJL resulting form CAAM CAMO renewal audit.</p> <p>b. 1.1a.8 – Added 6 month restriction for usage of previous AJL revision from the date of new AJL revision approved.</p> <p>c. 1.1a.10 – Added new paragraph to make reference to CAMP for further details.</p> <p>d. 1.1b.4 – Deleted previous paragraph on the provision for operator to develop the MEL.</p> <p>12. <u>1.3 Time and Continuing Airworthiness Records: Responsibilities, Retention and Access</u></p> <p>a. 1.3.1.8, 1.3.2.5, 1.3.4.6 – Added new paragraph to make reference to CAMP for further details.</p> <p>13. <u>1.13 Check Flight Procedures</u></p> <p>a. 1.13.3.6 – Added new paragraph to make reference to CAMP for further details.</p> <p>b. 1.13.5.2 – Update reference to CAMP Chapter.</p> <p>14. <u>1.16 Control of Personnel Competency</u></p> <p>a. Chapter amended to include policy on the qualification, experience and controlling the competency for each post holders personnel as in the CAME 0.3.</p> <p>15. <u>1.19 Data Recording</u></p> <p>a. Added new policy for management of data recording as a result from CAAM CAMO renewal audit.</p>	01-Aug-2024

Reference	GAM/CAAM/CAME
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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
4	0	12-Jul-24	<p>16. <u>4.2 Review of Aircraft Records</u></p> <p>a. 4.2.1 – Integrate requirement CAC 01/2023 – Attachment 6.</p> <p>17. <u>4.4 – Additional Procedures for Recommendations to CAAM for the Import of Aircraft/Used Aircrafts</u></p> <p>a. 4.4.2.1, 4.4.3.3., 4.4.4.4 – Integrate requirement CAC 01/2023 – Attachment 6.</p> <p>18. <u>4.5 – Airworthiness Review Report</u></p> <p>a. 4.5.3 – 4.5.5, – Include requirement as per CAD 6802 para. 9.1.7 – 9.1.9.</p> <p>19. <u>4B.2 Issue of Permit to Fly Under CAMO Privilege</u></p> <p>a. 4B.2.13 – Added new paragraph on the requirement for reporting to CAAM within 3 days from the date the PTF issued, renewed, or varied and monthly reporting to CAAM for summary of PTF issued.</p> <p>19 <u>5.1 Sample Documents</u></p> <p>a. Integrate indirect approval amendment Issue 3 Rev 3A</p> <p>20 <u>5.2 List of Airworthiness Review Staff</u></p> <p>a. Include ARS 08 approval for aircraft type AW189.</p> <p>21 <u>5.4 List of Approved Maintenance Organizations and List of Maintenance Contracts</u></p> <p>a. 5.4.1 GAM AMO Approval – Include capability for AS350B3, 208 and 172S</p> <p>22 <u>5.6 List of Approved Maintenance Programme as per CAD 6801 and CAD 6802</u></p> <p>a. Include AMP for 9M-LKE.</p> <p>23 <u>5.7 Details of Aircraft Managed by GAM CAMO</u></p> <p>a. Update contract reference and include new CAMO contract for 9M-HFA and 9M-LKE.</p> <p>24 <u>5.8 Manpower Resources and Mangement Tool</u></p> <p>a. Update manpower resources and management Issue 2024-04</p>	01-Aug-2024
4	1	19-Aug-24	<p>1. <u>Cover Page</u></p> <p>a. Update issue no., revision no. and revision date.</p> <p>2. <u>II. Table of Content</u></p>	2 weeks from CAAM approval date in III – List of Effective Pages

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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
4	1	19-Aug-24	<ul style="list-style-type: none"> a. Update page number. 3. <u>III. List of Effective Pages</u> <ul style="list-style-type: none"> a. Update revision no and revision date of revised pages. 4. <u>IV. Amendment Record</u> <ul style="list-style-type: none"> a. Update amendment details for Direct Approval Amendments. 5. <u>0.1 Corporate Commitment by the Accountable Manager</u> <ul style="list-style-type: none"> a. Corporate commitment signed by Accountable Manager (AM) to replace previous declaration signed by the acting AM. 6. <u>0.2 General Information and Scope of Work</u> <ul style="list-style-type: none"> a. 0.2.6 – Update GAM Subpart I privilege for aircraft type AS350B3 and include aircraft type AS365N3 fitted with Arriel 2C to Scope of Approval. 7. <u>4B.2 Issue of Permit To Fly Under CAMO Privilege</u> <ul style="list-style-type: none"> a. 4B.2.1 – Update reference limited to GAM scope of privilege on the PTF issuance. b. 4B.2.5 – Update policy on the PTF with condition for aircraft C of A has not been issued or not appropriate shall be issued by CAAM. c. 4B.2.14 – Update CAMP reference and transferred the flow chart to CAMP. 8. <u>4B.5 Permit to Fly Records, Responsibilities, Retention and Access</u> <ul style="list-style-type: none"> a. 4B.5.6 – Update CAMP reference 9. <u>5.2 List of Airworthiness Review Staff</u> <ul style="list-style-type: none"> a. Include approval for aircraft type AS365N3 for ARS 03 and ARS 07. b. Include new ARS 09 (Hazwan) approval for aircraft type B300, AS350B3 & Cessna 208. c. Include approval for aircraft type AS350B3 for ARS 05. 10. <u>5.4 List of AMO & List of Maintenance Contracts</u> <ul style="list-style-type: none"> a. Include GAM AMO approval for aircraft type AS365N3. 11. <u>5.6 List of AMP as per CAD 6801 and CAD 6802</u> 	2 weeks from CAAM approval date in III – List of Effective Pages

**Continuing Airworthiness
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ISSUE NO	REV NO	DATE	DETAILS	EFFECTIVE DATE
4	1	19-Aug-24	<ul style="list-style-type: none"> a. Include AMP for 9M-TSV. 12. <u>5.7 Details of Aircraft Managed by GAM CAMO</u> <ul style="list-style-type: none"> a. Include RMPAOF Cessna 172S and Cessna 208 fleet. 13. <u>5.9 List of Approved Limited Scope of Maintenance Activities</u> <ul style="list-style-type: none"> a. Update scope of maintenance activities that require check flight for AW139 and A109E. 	2 weeks from CAAM approval date in III – List of Effective Pages

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b. Indirect Approval Amendments

ISSUE NO	REV NO	DATE	DETAILS	QAM APPROVAL	DATE
3	1A	10-Apr-23	<ol style="list-style-type: none"> 1. <u>5.1 Sample Documents</u> <ol style="list-style-type: none"> a. 5.1.5 – Update AJL AW139 GAM/C-008/AW139 REV 4 b. 5.1.6 – Update AJL AW189 GAM/C-008/AW189 REV 2 c. 5.1.7 – Update AJL General GAM/C-008/GEN REV 2 d. 5.1.8 – Update AJL B300 GAM/CAMO-008/B300 REV 1 e. 5.1.9 – Update AJL Helang Flying Academy GAM/C- 008/HELANG REV 1 f. 5.1.10 – Update AJL A109E GAM/C-008/A109E REV 1 g. 5.1.12 – Update AJL PGU AW139 PGU/C- 008/AW139 REV 1 h. 5.1.13 – Update AJL R66 GAM/C-008/R66 REV 1 i. 5.1.14A – Include AJL Unitara Resources (M) Sdn. Bhd. GAM/C- 008/URM REV 0 	Integrated in CAME Issue 3 Rev 2 Date 22 May 2023	
3	3A	22-Mar-24	<ol style="list-style-type: none"> 1. <u>5.1 Sample Documents</u> <ol style="list-style-type: none"> a. 5.1.1 – Update form revision no. and include new form AJL for Robinson Helicopters and ARF. b. 5.1.3 – Update ARR form GAM/C-002 Rev 2 (03/24) c. 5.1.4 – Update PSR form GAM/C-003 Rev 1 (03/24) d. 5.1.5 – Update AJL GAM/C-008/AW139 Rev 5 (03/24) e. 5.1.6 – Update AJL GAM/C-008/AW189 Rev 3 (03/24) 	Integrated in CAME Issue 4 Rev 0 Date 12 July 2024	

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ISSUE NO	REV NO	DATE	DETAILS	QAM APPROVAL	DATE
3	3A	22-Mar-24	f. 5.1.7 – Update AJL GAM/C-008/GEN Rev 3 (03/24) g. 5.1.8 – Update AJL PGU/C-008/B300 Rev 2 (03/24) h. 5.1.10 – Update AJL GAM/C-008/A109E Rev 2 (03/24) i. 5.1.12 – Update AJL PGU/C-008/AW139 Rev 2 (03/24) j. 5.1.13A – Include new AJL GAM/C-008/RHC Rev 0 (03/24) k. 5.1.15 – Update AJL GAM/C-008/URM Rev 1 (03/24) l. 5.1.16 – Update AJL PGU/C-008/ICP Rev 1 (03/24) m. 5.1.17 – Update PTF form GAM/C-022 Rev 1 (03/24) n. 5.1.18 – Include ARF form GAM/C-024 Rev 1 (03/24)	Integrated in CAME Issue 4 Rev 0 Date 12 July 2024	

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V. Certificate of Approval

CAAM/AW/0102-00
010521



CIVIL AVIATION AUTHORITY OF MALAYSIA

CERTIFICATE OF APPROVAL

APPROVAL NUMBER: CAMO/2016/03

Pursuant to regulation 31 of Civil Aviation Regulations 2016 and subject to the conditions specified below, the following organisation:

GALAXY AEROSPACE (M) SDN. BHD.

Suite 11-14, Helicopter Centre,
Malaysia International Aerospace Centre (MIAC),
Sultan Abdul Aziz Shah Airport,
47200 Subang,
SELANGOR.

is approved as a **CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION** in accordance with Civil Aviation Directive (CAD) 6802

CONDITIONS:

1. The approval is limited to that specified in the Terms of Approval,
2. This approval requires compliance with the procedures specified in the latest revision of the **Continuing Airworthiness Management Exposition**, as specified in the Terms of Approval,
3. This approval is valid whilst the approved **Continuing Airworthiness Management Organisation** remains in compliance with CAD 6802; and
4. Subject to compliance with the foregoing conditions, this approval shall remain valid until the expiry date, as specified in the Terms of Approval, unless surrendered, suspended or revoked.




AIR 1



DATO' CAPTAIN NORAZMAN BIN MAHMUD
for Civil Aviation Authority of Malaysia

Date of initial issue: 15-Jun-2017
Date of renewal: 05-Jun-2024
Date of revision: -
Revision number: 00

	Continuing Airworthiness Management Exposition (CAME)	
	Reference	GAM/CAAM/CAME
	Issue No.	4
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VI. DISTRIBUTION LIST

- a. This CAME and any subsequent revision are distributed according to CAMP Chapter 1.6 to the following recipients. Controlled copy holders will receive future revisions and issues. Holder of the controlled copy will ensure that the copy is maintained up to date and is made available to the concerned staff/manager/executive of the department as and when required.
- b. The original copy of the CAME (MASTER) are held by QAM GAM CAMO and CAAM. Remaining copies are listed as per below:

COPY NUMBER	HOLDER	LOCATION	FORMAT
GAM/CAME/MASTER1	Quality Assurance Manager GAM CAMO	GAM, Subang	Paper
GAM/CAME/MASTER2	Civil Aviation Authority of Malaysia	CAAM, Putrajaya	Paper
GAM/CAME/01	Continuing Airworthiness Management Manager GAM-CAMO	GAM, Subang	Paper
GAM/CAME/02	CAMO Publication	Galaxy Aerospace Management System (GAMS) portal	Electronic Copy

- c. Each holder of GAM CAME is personally responsible for the insertion of all revisions. All responsible persons shall have a thorough knowledge with the GAM CAME.
- d. Copies are issued to any other agency other than reflected in distribution list or any personnel are considered as un-controlled. These manuals shall be current issue and revision. Un-controlled copy holder will not receive future revisions.


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Issue No.	4
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VII. ABBREVIATIONS LIST

AD	Airworthiness Directive
ADD	Acceptable Deferred Defect
AFM	Aircraft Flight Manual
AJL	Aircraft Journey Log
AM	Accountable Manager
AMC	Acceptable Means of Compliance
AMO	Approved Maintenance Organisation
AMP	Aircraft Maintenance Programme
AOC	Air Operator's Certificate
AOG	Aircraft on Ground
AOL	Aircraft Operating Limit
AR	Airworthiness Review
ARR	Airworthiness Review Report
ARS	Airworthiness Review Staff
AWOPS	All Weather Operations
C of A	Certificate of Airworthiness
CAAM	Civil Aviation Authority of Malaysia
CAD	Civil Aviation Directive
CAGM	Civil Aviation Guidance Material
CAM	Continuing Airworthiness Management
CAMM	Continuing Airworthiness Management Manager
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organisation
CAMP	Continuing Airworthiness Management Procedures
CAMS	Continuing Airworthiness Management System
CDL	Configuration Deviation List
CRS	Certificate of Release to Service
DOA	Design Organisation Approval
EASA	European Aviation Safety Agency
ELT	Emergency Locator Transmitter
FC	Functional Check
GAM	Galaxy Aerospace (M) Sdn. Bhd.
LLP	Life limited Parts
LOEP	List of Effective Pages

Reference	GAM/CAAM/CAME
Issue No.	4
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MBP	Mass and Balance Programme
MBR	Mass and Balance Report
MCGS	Mass and Centre of Gravity Schedule
MEL	Minimum Equipment List
MM	Maintenance Manual
MMEL	Master Minimum Equipment List
MNPS	Minimum Navigation Performance Service
MOC	Management of Change
MOE	Maintenance Organisation Exposition
MOR	Mandatory Occurrence Report
MPD	Maintenance Planning Document
MRB	Maintenance Review Board
MRC	Maintenance Release Certificate
OEM	Original Equipment Manufacturer
PIC	Pilot in Command
PIREP	Pilot Report
PTF	Permit to Fly
QAM	Quality Assurance Manager
QPM	Quality Procedure Manual
RTB	Rotor Track and Balance
SB	Service Bulletin
SL	Service Letter
SIL	Service Instruction Leaflet
SMI	Scheduled Maintenance Inspection
SRM	Structure Repair Manual
STC	Supplemental Type Certificate
TC	Type Certificate
TCDS	Type Certificate Data Sheet

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PART 0 GENERAL ORGANISATION

0.1 Corporate Commitment by the Accountable Manager

GALAXY AEROSPACE (M) SDN. BHD.

CONTINUING AIRWORTHINESS MANAGEMENT EXPOSITION

This Exposition defines the organisation and procedures upon which the CAAM approval of GALAXY AEROSPACE (M) SDN. BHD. CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION (GAM CAMO) under CAAM CAD 6802 is based.

These procedures are by the undersigned and must be complied with, as applicable, in order to ensure that all the continuing airworthiness activities including maintenance for aircraft managed by Galaxy Aerospace (M) Sdn. Bhd. is carried out on time and to an approved standard.

It is accepted that these procedures do not override the necessity of complying with any new or amended regulation published by the CAAM from time to time where these new or amended regulations conflict with these procedures.

It is understood that the CAAM will approve this organisation whilst the CAAM is satisfied that the procedures are being followed. It is further understood that the CAAM reserves the right to suspend, vary or revoke the continuing airworthiness management approval of the organisation, as applicable, if the CAAM has evidence that procedures are not followed and the standards are not upheld.


I hereby confirm that the organisation will be given the necessary means to follow the rules and procedures established within these publications and that all charges are paid, as prescribed by the CAAM in respect of approved Part M Subpart G and I Continuing Airworthiness Management approval or contracts and procedures between GAM CAMO and the contracted operator.

Dato' Shamsul Kamar Bin Samsudin

Accountable Manager

Galaxy Aerospace (M) Sdn. Bhd.

Date:

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0.2 General Information and Scope of Work

0.2.1 Description of the Organisation

0.2.1.1 GAM CAMO is structured under the management of the Accountable Manager. A Quality System is established which works independently and monitors all activities on the continuing airworthiness management system to ensure that it remains in conformity with the applicable Part M requirements. For the complete management structure refer to the organisation’s management chart in Chapter 0.4 of this CAME.

0.2.1.2 GAM CAMO is an approved organisation performing Part M Subpart G and I privileges for aircraft as listed on the approval certificate.

0.2.2 Relationship with Other Organisation

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

0.2.2.2 GAM CAMO is approved by CAAM to perform mass and balance activities for aircraft scope as listed in GAM Mass and Balance Programme (MBP) Chapter 0.2.2.

0.2.2.3 GAM is also an independent Part 145 approved organisation performing contracted maintenance, repairs and overhaul activities and Part 21 approved design organisation.

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

0.2.2.5 Details of the current maintenance contractors are listed in Chapter 5.4 of this CAME.

0.2.3 Scope of Work – Aircraft Managed

0.2.3.1 GAM is authorised to carry out continuing airworthiness management, in addition to make recommendations for the airworthiness review report (ARR) to CAAM and issuance of Permit to Fly as listed on the approval certificate.

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0.2.3.2 A detailed list of CAMO contract reference and the aircraft managed by GAM CAMO in accordance with CAAM Part M Subpart G and I are listed in CAME Chapter 5.7 – Details of Aircraft Managed by GAM CAMO.

0.2.4 List of Aircraft Maintenance Programme

0.2.4.1 GAM CAMO developed the Aircraft Maintenance Programme and approved by CAAM.

0.2.4.2 Refer CAME Chapter 5.6 for the list of approved Aircraft Maintenance Programme under GAM CAMO.

0.2.5 Type of Operation

0.2.5.1 GAM CAMO is orientated to manage aircraft from general aviation, pilot's training schools, and limited subcontracted continuing airworthiness management tasks for commercial hire and commercial operations.

0.2.6 Organisation's Scope of Work (Scope of Approval)

0.2.6.1 The capabilities of GAM CAMO Continuing Airworthiness Management are based on CAAM approval under CAD 6802 as per below:

Date Included	Rating	CAM	AR	PTF
15 Jun 2017	Leonardo AW139 (PWC PT6C engines)	✓	✓	✓
15 Jun 2017	Airbus Helicopters EC120B (Safran Helicopter Engines Arrius 2F engine)	✓	✓	✓
15 Jun 2018	Airbus Helicopters AS355F1 (Rolls-Royce 250-C20F engines)	✓	-	-
15 Jun 2018	Leonardo A109S (PWC PW207C engines)	✓	-	-
15 Jun 2018	Leonardo AW189 (GE CT7 engines)	✓	✓	✓
15 Apr 2019	Airbus Helicopter EC155B (Safran Helicopter Engines Arriel 2C1 engines)	✓	✓	✓

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Date Included	Rating	CAM	AR	PTF
15 Jun 2019	Airbus Helicopter EC155B1 (Safran Helicopter Engines Arriel 2C2 engines)	✓	✓	✓
15 Apr 2019	Airbus Helicopters AS365N2 (Safran Helicopter Engines Arriel 1C2 engines)	✓	✓	✓
15 Apr 2019	Bell 429 (PWC PW207D engines)	✓	✓	✓
21 Oct 2019	Leonardo A119 (PWC PT6B engine)	✓	-	-
06 Jan 2020	Leonardo A109E (PWC PW206C engines)	✓	✓	✓
01 Apr 2020	Textron Aviation Inc. Beechcraft 300 (PWC PT6A engine)	✓	✓	✓
04 Jan 2021	Robinson R44 (Lycoming O-540 engine)	✓	✓	✓
15 Jun 2022	Robinson R66 (Rolls-Royce 250-C300 engine)	✓	✓	✓
15 Jun 2022	Textron Aviation Inc. Cessna 172S (Lycoming IO-360 engine)	✓	✓	✓
15 Jun 2022	Textron Aviation Inc. Cessna 208 (PWC PT6A engine)	✓	✓	✓
15 Jun 2022	Pilatus Aircraft Ltd. PC-6 (PWC PT6A engine)	✓	✓	✓
02 Mar 2023	Robinson R44 II (Lycoming IO-540 engine)	✓	✓	✓
02 April 2024	Airbus Helicopters AS350 B3 (Safran Helicopter Engines Arriel 2D engine)	✓	✓	✓
02 April 2024	Airbus Helicopters AS350 B2 (Safran Helicopter Engines Arriel 1D1 engine)	✓	-	-
Refer latest GAM CAMO CAAM Terms of Approval Certificate	Airbus Helicopters AS365 N3 (Safran Helicopter Engines Arriel 2C engines)	✓	✓	✓

Reference	GAM/CAAM/CAME
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0.3 Management Personnel

0.3.1 General

0.3.1.1 The management personnel are nominated persons that are required to fill out CAAM/AW/0104-00 (CAAM Form 4) and subjected to acceptance by Civil Aviation Authority of Malaysia (CAAM).

0.3.1.2 The current management personnel and authorised signatory for GAM CAMO are as per table below:

Position	Nominated Personnel
Accountable Manager	Dato' Shamsul Kamar Bin Samsudin
Continuing Airworthiness Management Manager	Zaty Nadhira Binti Mohamed Zuhari
Quality Assurance Manager	Omar Bin Ahmad
Airworthiness Review Staff	Refer CAME Chapter 5.2

0.3.2 Accountable Manager (AM)


0.3.2.1 The Accountable Manager (AM) has corporate authority for ensuring that all continuing airworthiness activities can be financed and carried out in accordance with CAD 6802.

0.3.2.2 The duties and responsibilities associated with this post are stated in paragraph 0.3.8.1 of this CAME.

0.3.3 Continuing Airworthiness Management Manager (CAMM)

0.3.3.1 The Continuing Airworthiness Management Manager (CAMM) is responsible for determining what maintenance is required, when it has to be performed and by whom and to what standard, in order to ensure the continued airworthiness of the aircraft being managed.

0.3.3.2 The CAMM is responsible for the management and supervision of continuing airworthiness management activities and shall be responsible to the AM.

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0.3.3.3 The duties and responsibilities associated with the post of CAMM are as stated in paragraph 0.3.8.2 of this CAME.

0.3.4 Continuing Airworthiness Coordination

0.3.4.1 The CAMM is supported by a group of personnel to ensure that GAM CAMO is always in compliance with CAD 6802. These consists of personnel for Deputy CAMM, CAMO Planner, Technical Records, Technical Publication and Technical Services.

0.3.4.2 Refer CAMP Chapter 0.5 for the duties and responsibilities for each support personnel.

0.3.5 Quality Assurance Manager (QAM)

0.3.5.1 The Quality Assurance Manager (QAM) is responsible for monitoring the quality system, including the associated feedback system. The QAM shall have direct access to the AM to ensure that the AM is kept properly informed on quality and compliance matters.

0.3.5.2 The duties and responsibilities associated with the post of QAM are as stated in paragraph 0.3.8.3 of this CAME.

0.3.6 Airworthiness Review Staff (ARS)


0.3.6.1 The Airworthiness Review Staff (ARS) is responsible to carry out the airworthiness review and, if applicable, to issue the permit to fly subject to approval by CAAM. The current list of ARS are as stated in CAME Chapter 5.2.

0.3.6.2 The duties and responsibilities associated with the post of ARS are as per paragraph 0.3.8.4 of this CAME.

0.3.7 Acting / Deputy to Nominated Persons

0.3.7.1 GAM CAMO shall ensure that the organisation remain in compliance with CAAM Part M even during absence of the nominated persons.

0.3.7.2 CAAM shall be informed accordingly for absence of the nominated persons longer than one month and having acting / deputy to assume such responsibility. The acting / deputy shall be able to show sufficient

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knowledge, background and appropriate experience related to aircraft continuing airworthiness to the satisfaction of CAAM equivalent to the nominated persons.

0.3.7.3 Refer table below for the names of acting / deputies to the nominated persons:

Position	Acting / Deputy
Accountable Manager	Chief Operation Officer Ismail Bin Sulaiman
Continuing Airworthiness Management Manager	Deputy CAMM 'Amir bin Abdullah
Quality Assurance Manager	Shall be assumed by Accountable Manager

0.3.8 Duties and Responsibilities

0.3.8.1 Accountable Manager

0.3.8.1.1 The Accountable Manager (AM) has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with CAD 6802.

0.3.8.1.2 The AM is responsible for:

- a) ensuring that all necessary resources are available to manage continuing airworthiness in accordance with CAD 6802 to support the organisation approval certificate;
- b) nominating a person or group of persons with the responsibility of ensuring that the organisation always complies with the applicable continuing airworthiness management, airworthiness review and permit to fly requirements of CAAM Part M;
- c) nominating a person or group of persons with the responsibility for managing the compliance monitoring function as part of the management system; and


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- d) ensuring that the nominated persons have a direct reporting line to the AM to ensure that the AM is kept properly informed on quality and compliance matters.

0.3.8.2 Continuing Airworthiness Management Manager

0.3.8.2.1 The nominated post holder for continuing airworthiness will ensure that all maintenance is carried out by the CAAM Part 145 maintenance organisation, in accordance with the relevant approved maintenance programme, on time and to an approved standard. For every aircraft managed in GAM CAMO, the CAMM has the following responsibilities:

- a) develop and control a maintenance programme for the aircraft managed including any applicable reliability programme;
- b) present the aircraft maintenance programme and its amendments to CAAM for approval and provide a copy of the approved programme to the owner (or in the case of lease, to the lessee), if applicable;
- c) manage the approval of modification and repairs;
- d) ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance CAD 8601 or CAD 8602, as applicable;
- e) ensure that all applicable airworthiness directives and, Civil Aviation Directives with a continuing airworthiness impact, are applied;
- f) ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation;
- g) ensure that the aircraft is taken to an appropriately approved maintenance organisation, whenever necessary;
- h) coordinate scheduled maintenance, the accomplishment of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly;
- i) manage and archive all continuing airworthiness records including aircraft journey log; and

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- j) ensure that the mass and balance statement reflect the current status of the aircraft.

0.3.8.3 Quality Assurance Manager

0.3.8.3.1 The Quality Assurance Manager is responsible for the following functions:

- a) Monitoring that all activities carried out under CAD 6802 are being performed in accordance with the approved procedures;
- b) Monitoring that all contracted maintenance is carried out in accordance with the contract;
- c) Monitoring the continued compliance with the requirements of CAD 6802;
- d) Monitoring that all subcontracted continuing airworthiness management tasks is carried out in accordance with the contractual obligations;
- e) Monitoring and amending of the CAME and the submission of proposed amendments to CAAM;
- f) Establishing and managing the corrective action process, including root cause analysis and identification of preventative measures;
- g) Liason with CAAM regarding compliance and auditing;
- h) Establishing a compliance monitoring feedback system in accordance with Chapter 5 of CAD 6802; and
- i) Reporting any occurrences of a maintenance nature to the CAAM and the aircraft manufacturers. This includes both Mandatory Occurrences and occurrences related to maintenance findings, which fall outside the Mandatory scheme.

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0.3.8.4 Airworthiness Review Staff

0.3.8.4.1 Airworthiness Review Staff (ARS) is responsible to carry out airworthiness reviews and if applicable, to issue permit to fly, subject to the approval by CAAM.

0.3.8.4.2 Further details on duties and responsibilities of ARS are as stated in Part 4 and Part 4B of this CAME.

0.3.9 Manpower Resources and Training Policy

0.3.9.1 Manpower Resources

0.3.9.1.1 GAM CAMO must always employ sufficient appropriate staff to ensure the expected work can be performed and all duties can be fulfilled. The minimum number of employees dedicated to the performance of the continuing airworthiness management systems must be employed.

0.3.9.1.2 GAM CAMO Manpower Resources and Management Tools in CAME Chapter 5.8 is used to ensure that the staff are sufficient to perform the airworthiness management activities. The automation manpower management tool is used to show the balance ratio of manpower to tasks and its sufficiency.

0.3.9.1.3 The manpower resources calculation shall be reviewed quarterly or whenever there is any significant changes to the number of aircraft managed by GAM CAMO that may affect the manpower calculation.

0.3.9.1.4 Refer CAN 31 for GAM/C-052 GAM CAMO Manpower Resources on the latest manhour availability within GAM CAMO.

0.3.9.2 Training Policy

0.3.9.2.1 Training will be provided by GAM CAMO to ensure that each member of staff is adequately trained to carry out the functions of, and satisfy the responsibilities associated with, the Part M Subpart G and I continuing airworthiness management functions.

0.3.9.2.2 QAM shall review training needs at intervals not exceeding two years or at more frequent intervals taking into account of changes in:

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- a) Regulations
- b) CAME / company procedures
- c) New aircraft type
- d) Organisation

0.3.9.2.3 The staff member shall be made aware of how these changes affect their duties and responsibilities and the company procedures. Continuation Training consists of procedures, regulation, and technical training.

0.3.9.2.4 Initial training is provided to ensure that all personnel are equipped with the basic knowledge, skills and experience to enable them to perform continuing airworthiness management on aircraft.

0.3.9.2.5 Continuous training is also required to ensure that all personnel are continuously trained to familiarise on changes with the CAAM regulations, organisation procedures and/or the aircraft types managed by GAM CAMO.

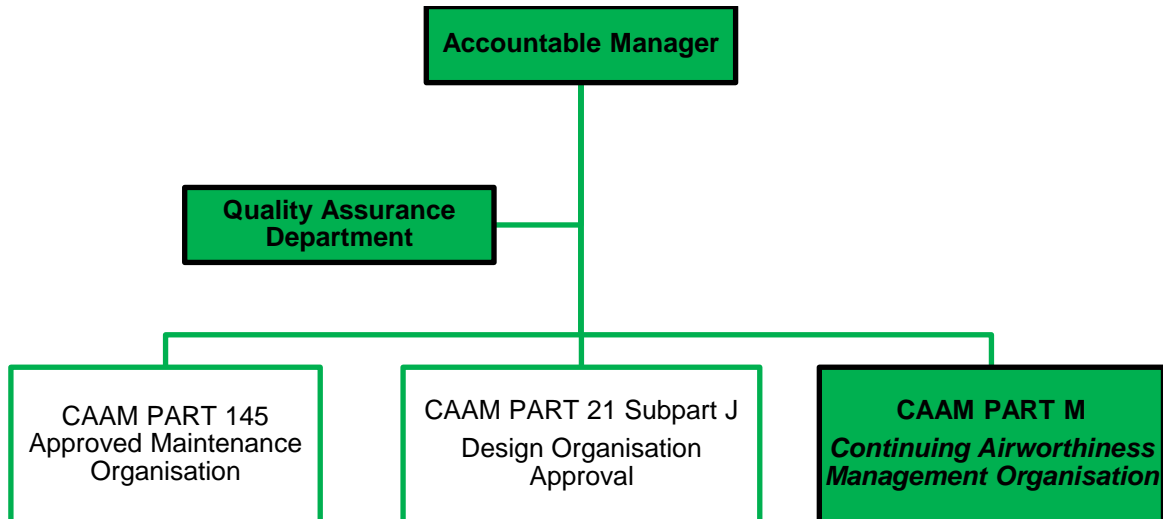
0.3.9.2.6 It's the responsibility of QAM that each training is documented and that the training recordings are stored in the personal files required for each nominated persons for at least two years after the relevant nominated persons has left.

0.3.9.2.7 Refer GAM/Q-074 Training Needs Assessment Matrix for all personnel involved in the management of aircraft continuing airworthiness.

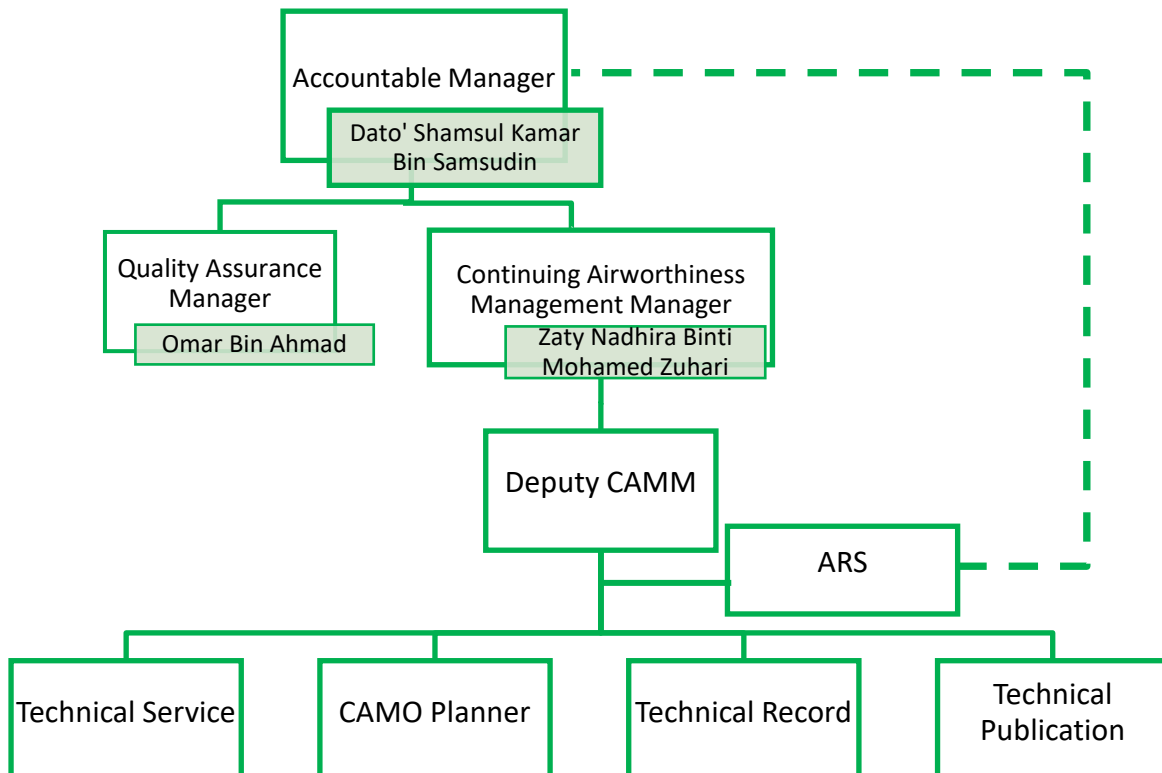
Reference	GAM/CAAM/CAME
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0.4 Management Organisation Charts

0.4.1 General Organisation Chart



0.4.2 Continuing Airworthiness Management Organisation Chart



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0.5 Notification Procedure to the CAAM

0.5.1 The following significant changes shall be notified to CAAM:

- a) Organisation name and location
- b) Organisation additional location
- c) The group of persons as specified in CAME Chapter 0.3
- d) Operation, facilities, procedures, work scope, staff and technical arrangements, as far as they may affect the approval
- e) Changes of the contracted maintenance organisation

0.5.2 Any changes in GAM CAMO shall be notified to CAAM as soon as practicable either by the Accountable Manager or Quality Assurance Manager. This is to enable CAAM to determine continued compliance with CAAM Part M and to approve the changes prior to incorporation or make any necessary amendments.

0.5.3 All the changes must go through the Management of Change Procedure adopted by GAM CAMO which safety is emphasised as the utmost priority. Reference should be made to QAN 001- MOC policy.

0.5.4 Safety Department shall conduct risk assessment for any changes requiring prior approval and provide it to CAAM upon request.

0.5.5 Quality Department shall conduct internal pre-audit prior application to CAAM confirming that processes, facilities, documentation, and personnel subject to the application have been reviewed showing compliance with all applicable CAAM requirements. The relevant internal audit report(s) including the associated corrective actions shall be provided to CAAM.

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0.6 CAME Amendment Procedure

0.6.1 Amendments

0.6.1.1 It is necessary to comply with any new or amended regulation published by the CAAM from time to time. New or amended procedures should not be in conflict with the regulation. Regulation changes as well as any relevant changes within the GAM CAMO that affect the approved CAME therefore call for an amendment thereof.

0.6.1.2 The QAM is responsible for the amendments of the exposition. The QAM shall monitor all applicable regulations and shall incorporate all changes which affect GAM CAMO.

0.6.1.3 The amendment of CAME are divided into two amendment procedures:


- a) Direct Amendments - Amendments that need prior approval from CAAM
- b) Indirect Amendments - Amendments not requiring prior approval from CAAM

0.6.1.4 The Revision numbering system is organized as follows: GAM/CAAM/CAME Issue number, Revision number (Direct) (Indirect, if applicable) where:

- a) Issue number: numeric numbering; increased for major changes in the CAME
- b) Revision number:
 - 1) Direct Amendment – numeric numbering; increased at every direct amendment; set to 0 at every increase of issue number.
 - 2) Indirect Amendment – alpha-numeric numbering; increased at every indirect amendment; reset at every increase of direct amendment number.

0.6.2 Direct Amendments

0.6.2.1 Direct amendments shall be approved by CAAM.

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0.6.2.2 The CAMM shall provide the amendment to QAM in order to monitor conformity with requirements and consistency to the procedures. All direct amendments of the CAME shall be submitted by QAM to CAAM for approval after internal acceptance.

0.6.3 Indirect Amendments

0.6.3.1 All amendments not covered by paragraph below shall be considered as direct amendments.

0.6.3.2 The following changes in the exposition are considered as indirect amendment:

- a) Change of increasing manpower resources, except for management personnel requiring CAAM Form 4.
- b) Editorial changes.
- c) Changes of forms listed in Chapter 5.1.

0.6.3.3 The indirect amendment shall be proposed by the CAMM and sent to the QAM in order to monitor conformity with CAAM requirements and consistency with the procedures.

0.6.4 Amendments Procedures

0.6.4.1 The proposed amendments to the CAME within the organisation shall be submitted to QAM via Management of Change (MOC) form GAM/QA-011.

0.6.4.2 The QAM will check of the amendment is in compliance with CAAM requirements.

0.6.4.3 Amended text passages must be marked with a vertical line at the left side of the page and highlighting the revised portion of the text.

0.6.4.4 The revision and date of the appropriate pages and in the List of Effective Pages (LOEP) has to be changed

0.6.4.5 For direct amendments, CAMM and QAM shall signed the LOEP once reviewed and finalised as internal approval prior submission to CAAM.

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Once approved by the CAAM, the revision must be added to the exposition by replacing the old pages.

0.6.4.6 For indirect amendments, QAM shall signed on the QAM Approval column of the Indirect Amendments under the Amendment Record page of the CAME. Once approved, the indirect amendments pages shall be issued on blue coloured pages and QAM shall notify CAAM in writing of the amendment.

0.6.4.7 The effective date of the revision is stated on the respective column of the Record of Revision table. The revision pages must be distributed to the recipients according to the distribution list.

0.6.4.8 The staffs must be advised about the changes.

0.6.5 CAMO Manuals Reference

0.6.5.1 GAM CAMO documents comprise of first, second and third level documents as follows:

a) First Level Document


- 1) Continuing Airworthiness Management Exposition (CAME) ref. GAM/CAAM/CAME
- 2) Mass and Balance Programme (MBP) ref. GAM/CAAM/MBP

b) Second Level Document

- 1) Continuing Airworthiness Management Procedures (CAMP) ref. GAM/CAMO/CAMP
- 2) Mass and Balance Procedure ref. GAM/CAMO/MBP
- 3) Quality Procedure Manual (QPM)

c) Third Level Document

- 1) Continuing Airworthiness Notice (CAN)
- 2) Quality Assurance Notice (QAN)

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0.6.5.2 The CAME procedures are further detailed in the second level document, Continuing Airworthiness Management Procedures (CAMP) and Quality Procedure Manual (QPM). The CAMP and QPM are approved by QAM after he has verified that they are not contradicting to the CAME.

0.6.6 CAME Review

0.6.6.1 The CAME shall be subject to periodic review, not exceeding one year, and amended as necessary to ensure that the CAME remain relevant, appropriated for the organisation, and comply with any amendment of the applicable CAAM regulations.

0.6.6.2 The participants for the CAME review shall consist of at least the following:

- a) CAMM or his/her delegate
- b) QAM or his/her delegate
- c) Airworthiness Review Staff representative

0.6.6.3 The review meeting shall be documented and any required amendments to the CAME arising from the meeting shall be included. The amended CAME shall be submitted to QAM via MOC.

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0.7 Facilities

0.7.1 Main operation of GAM CAMO is based at Galaxy Aerospace (M) Sdn. Bhd. registered office:

Lot 11-14, Helicopter Centre,
Malaysia International Aerospace Centre,
Sultan Abdul Aziz Shah Airport,
47200 Subang, Selangor.

0.7.2 The facility for GAM CAMO consists of office room for Accountable Manager, CAM Manager, QA Manager and Airworthiness Review Staff, and a workplace station for Technical Record, Technical Publication, CAMO Planner and Technical Services personnel which equipped with typical office supplies such as printer, stationery, whiteboard and etc..

0.7.3 The aircraft records are all kept securely in a restricted room. The room is secured with locked doors and contains mobile compactor storage system which are securely locked with a key controlled by the appointed Technical Record for any access to the records.

0.7.4 Additional location for GAM CAMO office, for Royal Malaysia Police fleet, is located at:

Pangkalan Semenanjung,
Pasukan Gerakan Udara (PGU) PDRM,
47200 Subang, Selangor.

0.7.5 There are two GAM CAMO office at PGU, one office located at ground floor for aircraft AW139 and B300 fleet and another office at level 1 floor for the 172S, 208 and PC-6 fleet.

0.7.6 The facility for GAM CAMO at PGU consists of an office and workplace station for Technical Record and CAMO Planner, and equipped with typical office supplies such as printer, stationery, whiteboard and etc. The aircraft records are stored in locked cabinet with controlled and restricted access.

0.7.7 Refer Figure 1– 6 for map location and office layout.

**Continuing Airworthiness Management Exposition
(CAME)**

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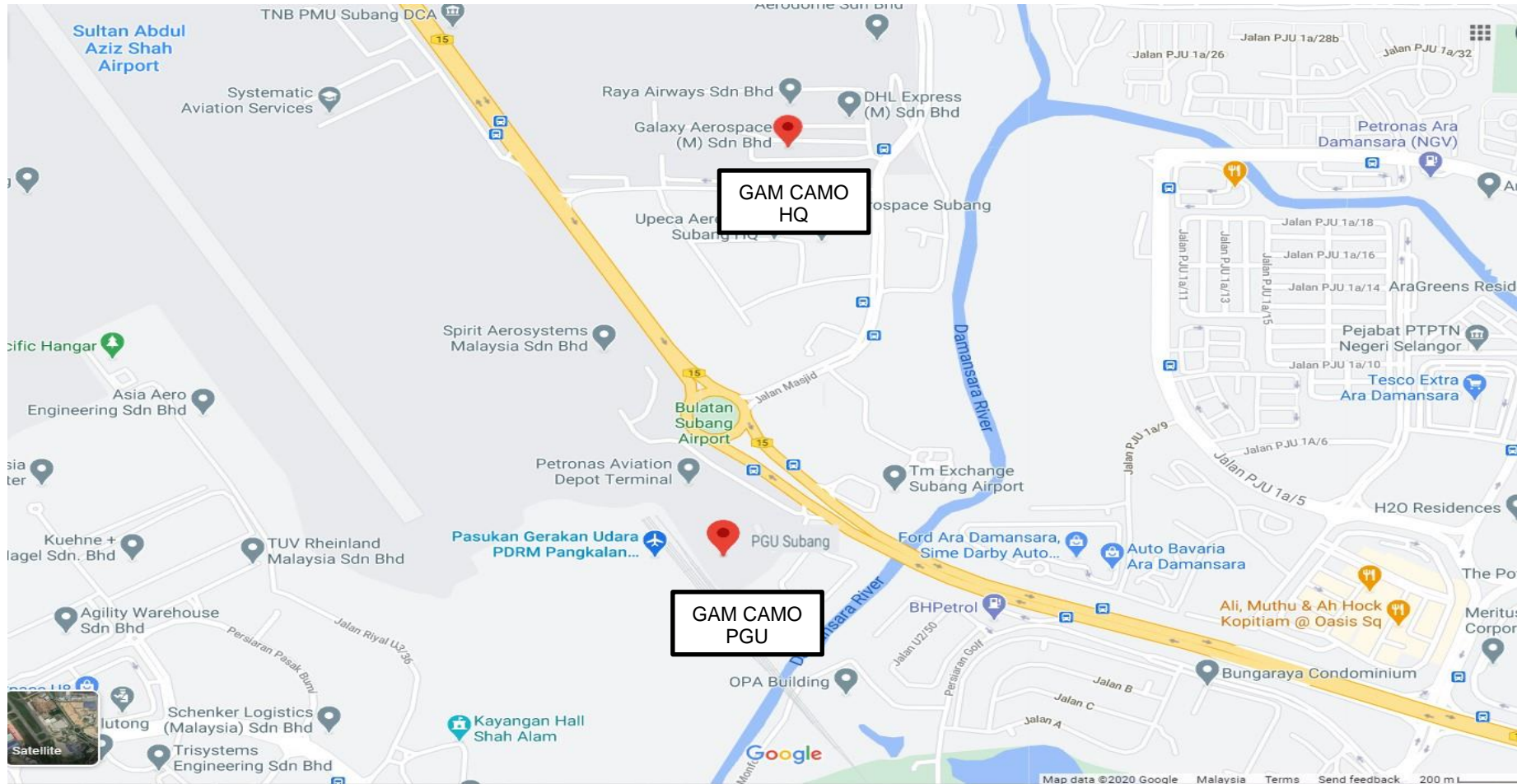


Figure 1 Facility Location (Galaxy Aerospace (M) Sdn. Bhd. Operation Centre (CAMO HQ) & PGU Subang (CAMO PGU Fleet))

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Figure 2 Facility Layout (CAMO HQ)

Reference	GAM/CAAM/CAME
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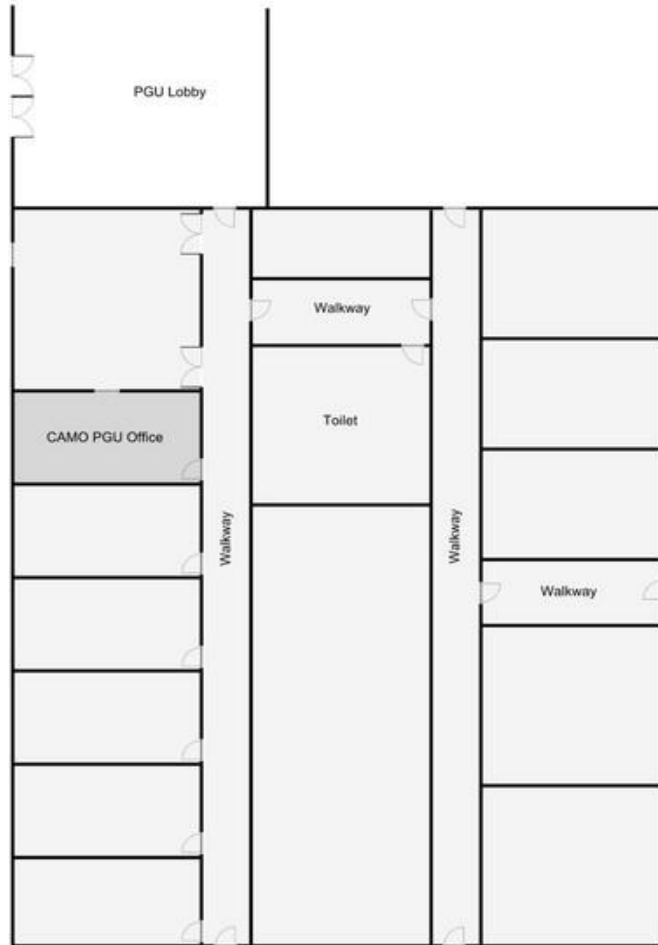


Figure 3 Facility Layout (GAM CAMO PGU Office – Ground Floor)

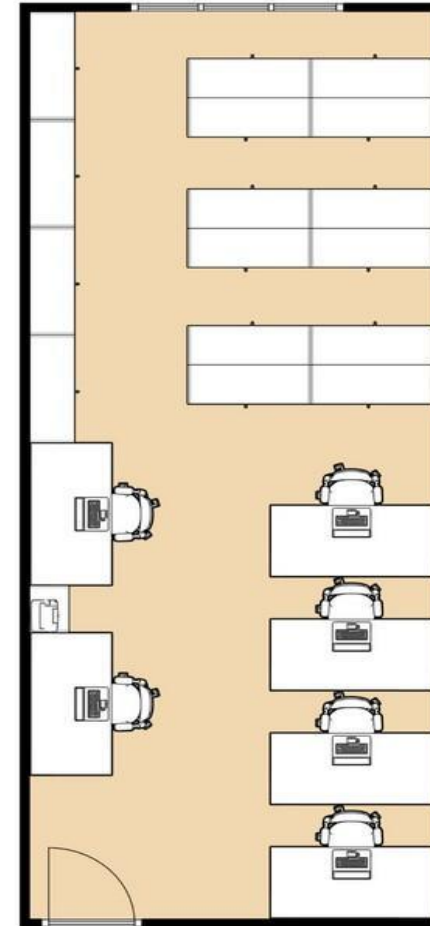
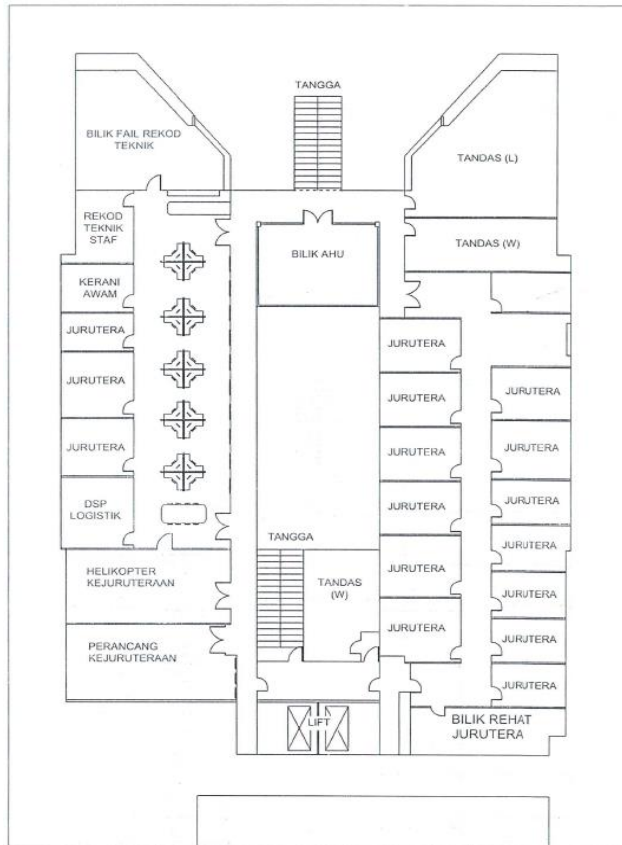


Figure 4 Facility Layout (GAM CAMO PGU Office – Ground Floor)

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PELAN ARAS 1 SEBELAH KIRI

Figure 5 Facility Layout (GAM CAMO PGU Office – Level 1 floor)



Figure 6 Facility Layout (GAM CAMO PGU Office – Level 1 floor)

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

PART 1 CONTINUING AIRWORTHINESS MANAGEMENT PROCEDURE

1.1 Aircraft Journey Log Utilisation and MEL Application

1.1a Aircraft Journey Log System

1.1a.1 Aircraft journey log is a system for recording defects and malfunctions during the aircraft operation and for recording details of all maintenance carried out on an aircraft between scheduled base maintenance visits. In addition, it is used for recording flight safety and maintenance information the operating crew need to know.

1.1a.2 GAM CAMO shall use an aircraft journey log system containing the following information for each aircraft:

a) information about each flight, necessary to ensure continued flight safety which includes:

- 1) the aircraft type and registration mark,
- 2) the date and place of take-off and landing,
- 3) the times at which the aircraft took off and landed,
- 4) the running total of flying hours, such that the hours to the next schedule maintenance can be determined.
- 5) details of any failure, defect or malfunction to the aircraft affecting airworthiness or safe operation of the aircraft including emergency systems, and any failure, defect or malfunctions in the cabin or galleys that affect the safe operation of the aircraft or the safety of its occupants that are known to the commander. Provision should be made for the commander to date and sign such entries including, where appropriate, the nil defect state for continuity of the record. Provision should be made for a maintenance release following rectification of a defect or any deferred defect or maintenance check carried out. Such a certificate appearing on each page of this section should readily

Reference	GAM/CAAM/CAME
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identify the defect(s) to which it relates or the particular maintenance check as appropriate.

- 6) In the case of maintenance performed by a Part-145 maintenance organisation, it is acceptable to use an alternate abbreviated maintenance release consisting of the statement 'Part-145 maintenance release instead of the full certification statement specified in paragraph 5.9 b) of CAD 8601 or its associated guidance. When the alternate abbreviated maintenance release is used, the introductory section of the journey log should include an example of the full certification statement from paragraph 5.9 b) of CAD 8601.
 - 7) the quantity of fuel and oil uplifted and the quantity of fuel available in each tank, or combination of tanks, at the beginning and end of each flight; provision to show, in the same units of quantity, both the amount of fuel planned to be uplifted and the amount of fuel actually uplifted; provision for the time when ground de-icing and/ or anti-icing was started and the type of fluid applied, including mixture ratio fluid/water.
 - 8) the pre-flight inspection signature.
- b) the current aircraft maintenance release;
 - c) the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that CAAM should agree to the maintenance statement being kept elsewhere;
 - d) all outstanding deferred defects rectifications that affect the operation of the aircraft and make provision for recording the following:
 - 1) a cross reference for each deferred defect such that the original defect can be identified in the particular sector record page.
 - 2) the original date of occurrence of the defect deferred.
 - 3) brief details of the defect.

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4) details of the eventual rectification carried out and its maintenance release or a clear cross-reference back to the document that contains details of the eventual rectification.

e) and any necessary guidance instructions on maintenance support arrangements.

1.1a.3 GAM CAMO AJL comprise of a single section document containing the above information. The AJL shall have at least 3 copies for each page. First copy will be held by GAM CAMO. Second copy will be held by Operator. Third copy is the Logbook copy. A digital copy of the AJL is required to be sent to CAMO prior to take off.

1.1a.4 In the event that unscheduled maintenance and/or defect rectification is required to be carried out away from main base, by another maintenance organisation, the prior agreement of the primary maintenance contractor must be sought. The organization carrying out such maintenance will be required to issue a Maintenance Release in the Journey Log and details of work carried out shall be sent to operator as soon as practicable.

1.1a.5 While the CAMM is responsible for maintaining and completing the continuing airworthiness record system, the AJL is completed by the owner or operator's pilots. It shall always be carried on board. GAM CAMO must be informed in regular intervals about the current running total flying hours of the aircraft by the owner/operator for planning the next maintenance event.

1.1a.6 All entries to the Aircraft Journey Log (AJL) system must comply with the following conditions:

- a) be writing in indelible ink;
- b) all input must be in the English Language;
- c) be clear, concise and use block capitals;
- d) all pages of log book must be legible.

1.1a.7 The instructions to fill each AJL shall be referred to Continuing Airworthiness Notices (CAN) 01.

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1.1a.8 The aircraft journey log system and any subsequent amendment shall be incorporated in the CAME and approved by CAAM. The previously approved AJL may be fully utilised prior using the new revision of the AJL but shall not exceed 6 months from the date of the approved AJL revision.

1.1a.9 GAM CAMO shall retain the AJL for at least 36 months after the date of the last entry.

1.1a.10 Refer CAMP Chapter 2.4 and Chapter 3.10 for further details.

1.1b MEL Application

1.1b.1 The minimum equipment list (MEL) is intended to permit operations with certain inoperative items of equipment for the minimum period necessary until repairs can be accomplished. It is important that repairs are accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability.

1.1b.2 GAM CAMO shall establish, at the customer request and where possible, for each aircraft a Minimum Equipment List (MEL) and submit for approval to the CAAM.


1.1b.3 This shall be based upon, but not be less restrictive than, the relevant Master Minimum Equipment List (MMEL) if this exists, and other applicable requirements accepted or mandated by the CAAM.

1.1b.4 A revision to the MMEL, will require to review and amend the MEL, as necessary. Where a source MMEL revision is more restrictive, GAM CAMO shall submit an appropriate amendment to the MEL for approval immediately on receipt of the MMEL revision.

1.1b.5 The time for MEL amendment is 120 days for MMEL revision that does not affect a procedure ((M) or (O) and where the MMEL revision affects a procedure, the MEL amendment time is 60 days.

1.1b.6 The MEL shall be reviewed at least annually to ensure that it incorporates any changes to the operation, aircraft or to the regulation.

1.1b.7 The maximum time an aircraft may be operated between the discovery of an inoperative item and its repair will be specified in the MMEL.

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Passenger convenience items such as reading lights may have no specified repair interval (no category).

1.1b.8 The category of all other inoperative items will be determined according to the time intervals specified below:

a) Category A

Items in this category shall be repaired within the time interval specified in the “Remarks or Exceptions” column of GAM approved MEL. Whenever the proviso in the “Remarks or Exceptions” column of the MMEL states cycles or flight time, the time interval begins with the next flight.

b) Category B

Items in this category shall be repaired within 3 consecutive calendar days excluding the day of discovery.

c) Category C

Items in this category shall be repaired within 10 consecutive calendar days, excluding the day of discovery.

d) Category D

Items in this category shall be repaired within 120 consecutive calendar days, excluding the day of discovery. To be considered for placement in Category D, the item must be of an optional nature, or excess equipment.

1.1b.9 To be approved for Category D, the item must meet the following criteria:

- a) The absence of the item does not affect crew workload;
- b) The pilots do not rely on the function of that item on a routine or continuous basis; and
- c) The pilot’s training, subsequent habit patterns and procedures do not rely on the use of that item.

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- 1.1b.10 When an item of equipment is discovered to be inoperative, it is reported by making an entry in AJL and Aircraft Deferred Defect Record.
- 1.1b.11 When a defect has been raised in 'Defects' column of the AJL and is deemed to be within the allowance quoted in the MEL, then it may be subject to deferred defect action.
- 1.1b.12 When operating with multiple inoperative items, the interrelationship between those items and the effect on aircraft operation and crew workload will be considered.
- 1.1b.13 The requirement of the MEL will only be applied following the agreement between the Operator (pilot in command) and the Part 145 AMO (LAE).
- 1.1b.14 It is recognised that the pilot may require a defect to be rectified after considerations of operational implications, or multiple unserviceable items affecting airworthiness and/or due increase in crew workload.
- 1.1b.15 Where the MEL item has been entered by maintenance personnel, the decision to accept the deferred item allowed by the MEL/CDL remains the responsibility of the pilot in command.
- 1.1b.16 The deferred defect item is monitored by GAM CAMO using the CAMS for a timely rectification based on the specified repair intervals stated in the MEL.
- 1.1b.17 GAM CAMO then shall coordinate with Part 145 AMO in terms of spares, personnel, facilities and schedules to ensure timely repair of the defect item.
- 1.1b.18 Defect rectification cannot be postponed unless agreed by the operator and in accordance with a procedure approved by the CAAM.
- 1.1b.19 The extension of the rectification interval shall be in accordance with the operational and maintenance procedures defined in the MEL approved by CAAM as applicable.
- 1.1b.20 Refer CAMP Chapter 4.5 for further details.

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1.2 Aircraft Maintenance Programme (AMP)

1.2.1 General


- 1.2.1.1 Maintenance of each aircraft shall be organised in accordance with an approved aircraft maintenance programme. The term “maintenance programme” is intended to include scheduled maintenance tasks, the associated procedures and standard maintenance practices. The term “maintenance schedule” is intended to embrace the scheduled maintenance tasks alone.
- 1.2.1.2 The aircraft shall only be maintained to one approved maintenance programme at a given point in time. Where an operator wishes to change from one approved programme to other, a transfer check or inspection may need to be performed in order to implement the change.
- 1.2.1.3 A maintenance programme may indicate that it applies to several aircraft registrations as long as the maintenance programme clearly identifies the effectivity of the tasks and procedures that are not applicable to all of the listed registrations.
- 1.2.1.4 For a newly type-certificated aircraft where no previously approved maintenance programme exists, it will be necessary for GAM CAMO to comprehensively appraise the manufacturer’s recommendations (and the MRB report where applicable), together with other airworthiness information, in order to produce a realistic programme for approval.
- 1.2.1.5 For existing aircraft types, it is permissible for GAM CAMO to make comparisons with maintenance programmes previously approved. It should not be assumed that a programme approved for one CAMO would automatically be approved for another.
- 1.2.1.6 Evaluation should be made of the aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of GAM CAMO when assessing an existing programme.
- 1.2.1.7 When CAAM is not satisfied that the proposed maintenance programme can be used as is, CAAM shall request appropriate changes such as additional maintenance tasks or de-escalation of check frequencies as necessary.

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1.2.2 Content Development

1.2.2.1 Sources

- 1.2.2.1.1 An aircraft maintenance programme should normally be based upon the maintenance review board (MRB) report where applicable, the maintenance planning document (MPD), the relevant chapters of the maintenance manual or any other maintenance data containing information on scheduling. Furthermore, an aircraft maintenance programme should also take into account any maintenance data containing information on scheduling for components.
- 1.2.2.1.2 When the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.
- 1.2.2.1.3 The structure and format of these maintenance recommendations may be re-written by the owner or GAM CAMO to better suit the operation and control of the particular maintenance programme.
- 1.2.2.1.4 The aircraft maintenance programme shall be established in compliance with:
- a) the requirements issued by CAAM;
 - b) the requirements for continuing airworthiness:
 - 1) issued by the holders of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, TSO authorisation or any other relevant approval; and
 - 2) included in the document containing design data with acceptable methods, techniques and practices for carrying out and identifying standard changes or standard repairs, if applicable; and
 - c) the requirements for non-safety related tasks as follows:
 - 1) additional or alternative instructions, proposed by GAM CAMO, approved in accordance with paragraph 3.2 of CAD 6801; and

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2) escalation of tasks interval shall be subject to sufficient reviews being carried out in accordance with paragraph 3.2.6 of CAD 6801.

1.2.2.1.5 The aircraft maintenance programme shall contain details, including frequency of all maintenance to be carried out, including any specific tasks linked the type and the specific operations. When applicable, the aircraft maintenance programme shall include the certification maintenance requirements item.

1.2.2.1.6 Refer CAMP Chapter 4.4.1 for further details on AMP Development.

1.2.2.2 Responsibilities

1.2.2.2.1 The operator is responsible for development of the AMP and its amendments for all operated aircraft.

1.2.2.2.2 If the development of an AMP or its amendments has been contracted to GAM CAMO, the responsibility remains with the operator. The operator must check and verify the contents of AMP are complied with the approved manufacturer manuals before submission to CAAM.

1.2.2.2.3 The application and submission to CAAM for AMP approval shall be made by GAM CAMO.

1.2.2.3 AMP Amendments

1.2.2.3.1 The aircraft maintenance programme shall be subject to periodic reviews and amended accordingly. These reviews shall ensure that the programme continues to be valid in light of the operating experience and instructions from CAAM whilst taking into account new maintenance instructions and modified maintenance instructions, promulgated by the type certificate and supplementary type certificate holders, TSO authorisation holders and any other organisation that publishes such data.

1.2.2.3.2 The maintenance programme details should be reviewed at least annually. The AMP review committee shall consist of the following members:

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- a) CAMM or his/her delegate;
- b) QAM or his/her delegate;
- c) owner / operator representative; and.
- d) contracted AMO representative.

1.2.2.3.3 As a minimum, revisions of documents affecting the programme basis need to be considered by GAM CAMO for inclusion in the maintenance programme during the annual review. Applicable mandatory requirements for compliance to paragraph 3.4 of CAD 6801 should be incorporated into GAM CAMO maintenance programme as soon as possible.

1.2.2.3.4 Repetitive maintenance tasks derived from modifications and repairs should be incorporated into the approved maintenance programme.

1.2.2.3.5 Amendments (revisions) to the approved maintenance programme should be made by GAM CAMO, to reflect changes in the TC holder's recommendations, modifications, service experience, or as required by the CAAM.

1.2.2.3.6 Amendments are mainly categorized into 3 types:

- a) 'A' – Mandatory amendments promulgated by the CAAM.
- b) 'B' – Amendments requested by the Operator and approved by the CAAM.
- c) 'C' – Amendments made and approved by GAM CAMO using the approved procedures by Quality Manager for minor editorial changes/correction of typing errors/inclusion of additional task cards / changes to part numbers. However, this amendment shall not result in an increase in an aircraft component life / cycle or reduction in the degree/frequency of previously approved routine maintenance.

1.2.2.3.7 Refer CAMP Chapter 4.4.2 for further details on AMP Amendments.

1.2.2.4 Approval by the CAAM

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- 1.2.2.4.1 The aircraft maintenance programme and any subsequent amendments as per paragraph 1.2.2.3.6 a) and b) above shall be approved by CAAM.
- 1.2.2.4.2 CAAM approval is indicated in the Maintenance Programme Approval Page which is part of the AMP document as per CAGM 6804. Refer CAME Chapter 5.6 on the list of approved AMP.
- 1.2.2.4.3 GAM CAMO may only vary the periods prescribed by the programme with the approval of the CAAM or through a procedure developed in the maintenance programme and approved by the CAAM.
- 1.2.2.4.4 Refer CAMP Chapter 4.4.4 for further details on AMP Variation.

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1.3 Time and Continuing Airworthiness Records: Responsibilities, Retention and Access

1.3.1 Continuing Airworthiness Records

1.3.1.1 GAM CAMO aircraft continuing airworthiness records shall consist of, as appropriate, an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s), log cards for any service life limited component and an aircraft journey logbook.


1.3.1.2 At the completion of any maintenance, the associated maintenance release shall be entered in the appropriate logbook in the aircraft continuing airworthiness records. Each entry shall be made as soon as practicable and within 30 days after the day of the maintenance action.

1.3.1.3 The aircraft logbook shall be identified with the aircraft type and registration mark. The date together with the following information, as appropriate, shall be entered in the appropriate logbooks:

- a) total flight time;
- b) total flight cycles; and
- c) total landings.

1.3.1.4 The aircraft continuing airworthiness records shall contain the current:

- a) status of airworthiness directives and measures mandated by CAAM in immediate reaction to a safety problem;
- b) status of modifications and repairs;
- c) status of compliance with maintenance programme;
- d) status of service life limited components;
- e) mass and balance report; and
- f) list of deferred maintenance.

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1.3.1.5 In addition to the authorised release document CAAM Form 1 or equivalent document acceptable to CAAM, the following information relevant to any component installed shall be entered in the appropriate engine logbook, propeller logbook, engine module log card or service life limited component log card—

- a) identification of the component;
- b) the type, serial number and registration of the aircraft to which the particular component has been fitted, along with the reference to the installation and removal of the component;
- c) the date together with the component’s accumulated total flight time, flight cycles, landings and calendar time, as appropriate; and
- d) the current continuing airworthiness records as specified in paragraph 1.3.1.4 applicable to the component.

1.3.1.6 All entries made in the aircraft continuing airworthiness records must be clear and accurate. When it is necessary to correct an entry, the correction must be made with a single line strikethrough that clearly shows the original entry with initial and authorised stamp.

1.3.1.7 GAM CAMO shall ensure that a system has been established to keep the following records for the periods specified –

- a) all detailed maintenance records in respect of the aircraft and any life-limited component fitted thereto, shall be kept at least 12 months after the aircraft or component has been permanently withdrawn from service;
- b) all detailed maintenance records in respect of the aircraft and any life-limited component fitted thereto, shall be kept until such time as the information contained therein is superseded by new information equivalent in scope and detail but not less than 36 months after the aircraft or component has been released to service or at least 12 months after the aircraft or component has been permanently withdrawn from service;

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- c) the total time in service (hours, calendar time, cycles and landings) of the aircraft and all service life-limited components, shall be kept at least 12 months after the aircraft or component has been permanently withdrawn from service;
- d) the time in service (hours, calendar time, cycles and landings) as appropriate, since last scheduled maintenance of the component subjected to a service life limit, shall be kept at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail;
- e) the current status of compliance with maintenance programme such that compliance with the approved aircraft maintenance programme can be established, shall be kept at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail;
- f) the current status of compliance with airworthiness directives applicable to the aircraft and components, shall be kept at least 12 months after the aircraft or component has been permanently withdrawn from service; and
- g) details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, shall be kept at least 12 months after they have been permanently withdrawn from service.

1.3.1.8 Refer CAMP Part 2 for further information.

1.3.2 Preservation of Continuing Airworthiness Records

1.3.2.1 GAM CAMO shall keep continuing airworthiness records in paper form and on a computer database. All records should remain legible throughout the required retention period.

1.3.2.2 Paper systems should use robust material, which can withstand normal handling and filing.

1.3.2.3 Continuing airworthiness records should be stored in a safe way with regard to damage, alteration, and theft. Computer backup discs, tapes

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etc., should be stored in a different location from that containing the current working discs, tapes, etc., and ensure they remain in good condition in a safe environment.

- 1.3.2.4 Reconstruction of lost or destroyed records can be done by reference to other records which reflect the time in service, research of records maintained by repair facilities and reference to records maintained by individual mechanics, etc. When these things have been done and the record is still incomplete, the owner/operator may make a statement in the new record describing the loss and establishing the time in service based on the research and the best estimate of time in service. The reconstructed records should be submitted to the CAAM for acceptance. The CAAM may require the performance of additional maintenance if not satisfied with the reconstructed records.

- 1.3.2.5 Refer CAMP Chapter 2.6 for further details.

1.3.3 Access to Continuing Airworthiness Records

- 1.3.3.1 The record-keeping system must ensure that all records are accessible within a reasonable time whenever they are needed. These records should be organised in a manner that ensures their traceability and retrievability throughout the required retention period of all activities developed.

- 1.3.3.2 CAMM shall control the records as detailed in Chapter 1.3.1 of this CAME and present the records to the CAAM upon request.

- 1.3.3.3 Refer CAMP Chapter 2.6 for further details.

1.3.4 Transfer of Continuing Airworthiness Records

- 1.3.4.1 When an aircraft is permanently transferred from one owner to another or owner/operator terminates his operation, GAM CAMO shall return the continuing airworthiness records as specified in paragraph 1.3.1 of this CAME and, if applicable, aircraft journey log as specified in paragraph 1.1a, to the owner.

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- 1.3.4.2 Where continuing airworthiness management of an aircraft is transferred to another CAMO, all retained records shall be transferred to the said CAMO.
- 1.3.4.3 The time periods prescribed for the retention of records shall continue to apply to the new owner of the aircraft or CAMO.
- 1.3.4.4 Where GAM CAMO ceases to hold the certificate of approval under Regulation 31 of MCAR, all retained records shall be transferred to the owner (or in the case of lease, to the lessee) of the aircraft.
- 1.3.4.5 The handover of these documents shall be documented and signed by both parties.
- 1.3.4.6 Refer CAMP Chapter 2.7 for further details.

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1.4 Accomplishment and Control of Airworthiness Directive

1.4.1 Airworthiness Directive Information

1.4.1.1 Any applicable airworthiness directive (AD) issued by CAAM or by the State of Design shall be carried out within the requirements of that airworthiness directive, unless otherwise agreed by CAAM.

1.4.1.2 CAMM shall be responsible to check AD periodically and to include them if appropriate into the maintenance planning according to AMP. Therefore he/she takes the AD published by the competent authority of the state of the type certificate holder of the aircraft/engine/components into account and those of the CAAM and other authorities using the following internet addresses:

a) EASA:

<http://ad.easa.europa.eu>

b) FAA:

<https://drs.faa.gov/>

c) TCCA:

https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/AD_h.aspx

d) CAAM:

<https://www.caam.gov.my/wp-content/uploads/2022/01/CAD-8501-Mandatory-Continuing-Airworthiness-Information-Airworthiness-Directives-1.pdf>

e) Additionally:

AD's of aircraft/engine/components issued state of manufacture.

1.4.1.3 GAM CAMO shall update CAAM monthly for the compliance of any AD issued by CAAM or by the State of Design.

1.4.2 Airworthiness Directive Decision

1.4.2.1 All ADs shall be evaluated for general applicability to aircraft or aircraft components.

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- 1.4.2.2 GAM CAMO shall evaluate the applicability of the AD and monitored the process flow until accomplishment by means of Technical Instruction Compliance (TIC).
- 1.4.2.3 If the AD is applicable, it is included in the maintenance planning and a work order is created in time to implement the AD onto the aircraft. The work order together with the AD shall be forwarded to the contracted AMO for implementation.
- 1.4.2.4 If an emergency airworthiness directive is applicable, GAM CAMO shall immediately inform the owner / operator.
- 1.4.2.5 If the owner / operator cannot be reached in due time, GAM CAMO has the right to take necessary decisions. In order not to lose unnecessary time, an Emergency AD can be ordered by Phone or E-mail.
- 1.4.2.6 In case where the operator failed to incorporate an AD which is clearly affecting the aircraft or its component, this shall immediately be communicated with the operator. If the operator insists for not to incorporate the AD, GAM CAMO has the right to immediately terminate its services and contract.
- 1.4.2.7 Refer CAMP Chapter 4.6 TIC for further details.

1.4.3 Airworthiness Directive Control

- 1.4.3.1 AD must be performed in the period specified in the AD. Any deviation must be submitted to the respective State of Design authority for approval. Deviation request shall state the reason for request and shall include supporting data.
- 1.4.3.2 The CAMM is responsible for control of performing and for request of deviation. He will establish the applicable work orders.
- 1.4.3.3 The CAMM is responsible for incorporation and documentation of performed AD's. The CAMM is also responsible to ensure that all applicable AD's will be performed in time as specified in the AD.
- 1.4.3.4 The method of compliance and when such compliance was achieved will be recorded in the aircraft airworthiness records (Log Books) by GAM CAMO. For ADs with repetitive inspection content then each and every

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inspection will be recorded on completion in the aircraft airworthiness records.


- 1.4.3.5 Maintenance Release Certificate shall be issued every time compliance with an AD is established.

1.4.4 Airworthiness Directive Listing

- 1.4.4.1 The CAMM must ensure that a current status list of all AD's performed for each managed aircraft is administrated.

- 1.4.4.2 The listing consists of summary of records for all AD's that had been sentenced and compliance as applicable to the aircraft configuration. The status list shall contain the following information as applicable, but not limited to:

- a) Aircraft make/model/serial number
- b) Engine make/model/serial number
- c) APU make/model
- d) Component make/model
- e) AD number
- f) Subject
- g) Date and hours/cycles at compliance
- h) Method of compliance (SB number, not applicable by S/N, etc.)
- i) One time action
- j) Recurring action (yes/no)
- k) Next compliance due date (date/hours/cycles), if recurrent action is requested
- l) Accomplishment information.

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1.4.4.3 The AD listing shall be referred to Modification Record Book. Refer CAMP Chapter 2.5.3.

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1.5 Analysis of the Effectiveness of the Maintenance Programme

1.5.1 General

1.5.1.1 GAM CAMO shall have a system to analyse the effectiveness of the maintenance programme, with regard to spares, established defects, malfunctions and damage, and to amend the maintenance programme accordingly.

1.5.2 Liaison Meetings

1.5.2.1 The CAMM will analyse and monitor the effectiveness of the AMP through regular Liaison Meetings with participants as stated in CAME paragraph 1.2.2.3.2.

1.5.2.2 These meetings will address the following areas:

- a) The Aircraft maintenance programme content.
- b) The effect on the Aircraft maintenance programme of any ADs, modifications, or repairs.
- c) Changes to the operation (e.g., utilisation), which may affect the Aircraft maintenance programme.
- d) Maintenance findings.
- e) Other defect reports i.e., air turn-backs, spares reliability, technical delays, technical incidents, repetitive defects, and pilot reports.
- f) Quality monitoring product samples (aircraft surveys), when performed.
- g) Changes to the manufacturer's maintenance guidance material, Service Bulletins Service Letters etc. and how these affect the Aircraft maintenance programme.
- h) Other Quality System findings as they affect upon the contracted approved maintenance organisations.

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1.5.3 Amendment to the AMP

1.5.3.1 Where appropriate and necessary, amendments to the AMP will be promulgated by the CAMM for submission to CAAM as an amendment.

1.5.4 Frequency of Meetings

1.5.4.1 Liaison meetings will be held at intervals not exceeding one year in conjunction with AMP annual review as stated in CAME paragraph 1.2.2.3.2 for every aircraft managed and the results of any meeting recorded with any actions required allocated to the responsible person.

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1.6 Non-Mandatory Modification Embodiment Policy

1.6.1 General

1.6.1.1 GAM CAMO shall establish and work according to this policy, which assesses non-mandatory information (modification or inspections) related to the airworthiness of the aircraft.

1.6.1.2 Non-mandatory information refers to service bulletins, service letters and other information that is produced for the aircraft and its components by an approved design organisation, the manufacturer, State of Design or CAAM.

1.6.2 Modification


1.6.2.1 Modification design data originating from an aeronautical product manufacturer are considered approved by CAAM subject to following conditions:

- a) the modification design approval holder is the Type Certificate, STC, TSO authorisation or product approval holder of the product; and
- b) the modification design is explicitly identified as approved by the State of Design or design organisation approved by the State of Design (e.g. EASA Part-21 Subpart J DOA, FAA DAH or TCCA DAO); and
- c) the modification design is transmitted via service bulletins (SB) or equivalent documents

1.6.3 Service Bulletin & Service Letters

1.6.3.1 Service Bulletins and all other necessary technical publications are directly received on the basis of subscriptions from the official dealers.

1.6.3.2 All manufacturers' Service Bulletins applicable to the aircraft managed by GAM CAMO shall be reviewed in the first instance by the CAMM for applicability. Where compliance with the modification or inspections in the Service Bulletins may be seen as beneficial in consideration of the

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technical, operational and economical effects to GAM CAMO, a proposal shall be made to the owner/operator.

1.6.4 Other Modifications

1.6.4.1 All modifications specified other than those stated in paragraph 1.6.2.1 above, shall be:

- a) approved under requirements of CAD 8104 and CAD 8105; or
- b) validated under requirements of CAD 8108

1.6.4.2 All modifications may be considered to fall in one of two categories:

- a) Major modification
- b) Minor modification

1.6.5 Minor Modifications

1.6.5.1 A 'minor modification' has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, operational suitability data, or other characteristics affecting the airworthiness of the product or its environmental characteristics. Without prejudice to paragraph 9 of CAD 8102, all other modifications are 'major modifications' under CAD 8104.

1.6.5.2 GAM is also an approved design organisation under CAAM Part 21. For minor modification outside of categories and scope of GAM DO, the CAMM or the owner/operator shall establish data package for the minor modification. All minor changes have to be agreed by the CAMM before submission to CAAM for approval. In case of using an appropriately approved Part 21, further approval by CAAM is not required.

1.6.6 Modification Embodiment

1.6.6.1 The decision on embodiment will be made by the operator or owner. If the owner/operator decides to implement any modification above, GAM CAMO shall ensure a risk assessment is conducted by the Safety Department through the Management of Change procedure.

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1.6.6.2 The decisions taken and the risk management shall form part of the records.

1.6.7 Recording of Modification

1.6.7.1 Incorporation of all modifications, whether introduced through Service Bulletins or CAAM approved Minor/Major modifications, shall be recorded in the aircraft continuing airworthiness records.

1.6.7.2 GAM CAMO shall ensure that:

- a) the modification / repair substantiating data supporting compliance with the airworthiness requirements are retained;
- b) in addition to the records of design approval and return-to-service approval, the following kind of data that shall be included, as applicable:
 - 1) a master drawing list and the individual drawings, photographs, specifications and records which identify the design change and location on the aircraft;
 - 2) mass and moment change records; and
 - 3) a record of any change in electrical load caused by incorporation of the design change;
- c) part of the records includes a STC or equivalent document, service bulletins, or structure repair manual reference, if applicable;
- d) the details of modifications / repair to an aircraft and its major components retained for a minimum period of 12 months after the unit to which the records refer has been permanently withdrawn from service;
- e) in the event of a temporary change of operator, the records shall be made available to the new operator; and
- f) In the event of any permanent change of operator, the records shall be transferred to the new operator.

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1.6.7.3 When applicable, GAM CAMO shall incorporate into the existing operating data supplements to the approved aircraft flight manual, maintenance instructions, instructions for continuing airworthiness and repair instructions pertaining to a modification. GAM CAMO shall record the incorporation of the required supplements in the appropriate revision logs.

1.6.7.4 All changes to limited life components limits, if applicable, shall be incorporated in the maintenance programme following the modification / repair design approval.

1.6.8 Liaison with Operator / Owner

1.6.8.1 The CAMM is responsible to notify any implementation or incorporation of all non-mandatory changes, to the operator / owner through Liaison Meetings in addition to those identified in Chapter 1.5.2 of this CAME.

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1.7 Repair and Modification Standards

1.7.1 General

1.7.1.1 Modification means a change to the type design of an aeronautical product which is not a repair. Repair means the restoration of an aeronautical product to an airworthy condition as defined by the appropriate airworthiness requirement.

1.7.2 Approval

1.7.2.1 GAM CAMO shall ensure that modifications and repairs incorporated in the aircraft are approved by CAAM accordingly.

1.7.2.2 All design of modifications to be embodied on Malaysian aircraft shall be:

- a) approved under requirements of CAD 8104 and CAD 8105;
- b) validated under requirements of CAD 8108; or
- c) complies to the requirement of CAD 8109 para. 5.

1.7.2.3 All design of repairs to be embodied on Malaysian aircraft shall be:

- a) approved under requirements of CAD 8106; or
- b) complies to the requirement of CAD 8110 para. 5.

1.7.2.4 Any deviations to the installation / repair instructions provided by the design approval holder required during the embodiment of modification / repair shall be deemed as a revision to a modification / repair design and shall be approved accordingly.

1.7.3 Assessment

1.7.3.1 GAM CAMO has the ultimate responsibility to verify compatibility with other modifications and repairs before installing any new modifications or repairs on the aircraft.

1.7.3.2 The installer of the modifications / repair specified in para. 4.1 of CAD 8109 / 8110, respectively, shall survey the aircraft records and the aircraft itself to determine what other modification or repair exist on the

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aircraft. Any questions of incompatibility with other modifications or repairs arising from the survey shall be referred for resolution to GAM CAMO.

1.7.3.3 GAM CAMO shall provide the installer with information on all existing modification or repair to the aircraft so that compatibility may be verified. Any questions of modification / repair incompatibility which may arise during installation or in service shall be thoroughly investigated by consultation with the modification / repair design approval authority or modification / repair design approval holder.

1.7.3.4 In every case of incompatibility between modifications or repairs, the problem shall be corrected and it must be established to the satisfaction of the CAAM of that the modified / repaired aircraft continues to comply with the applicable standards of airworthiness.

1.7.3.5 GAM CAMO shall promptly report any modification / repair incompatibilities detected during installation or in service to the modification / repair design approval holder, to the installer and to CAAM.

1.7.3.6 Refer CAMP Chapter 4.10 for further details.

1.7.4 Recording of Modification

1.7.4.1 GAM CAMO shall ensure that:

- a) the modification / repair substantiating data supporting compliance with the airworthiness requirements are retained;
- b) in addition to the records of design approval and return-to-service approval, the following kind of data that shall be included, as applicable:
 - 1) a master drawing list and the individual drawings, photographs, specifications, and records which identify the design change and location on the aircraft;
 - 2) mass and moment change records; and
 - 3) a record of any change in electrical load caused by incorporation of the design change.

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- c) part of the records includes a STC or equivalent document, or service bulletins / structural repair manual reference, if applicable;
- d) the details of modifications / repairs to an aircraft and its major components retained for a minimum period of 12 months after the unit to which the records refer has been permanently withdrawn from service;
- e) in the event of a temporary change of operator, the records shall be made available to the new operator; and
- f) in the event of any permanent change of operator, the records shall be transferred to the new operator.

1.7.4.2 When applicable, GAM CAMO shall incorporate into the existing operating data supplements to the approved aircraft flight manual, maintenance instructions, instructions for continuing airworthiness and repair instructions pertaining to a modification / repair. GAM CAMO shall record the incorporation of the required supplements in the appropriate revision logs.

1.7.4.3 All changes to limited life components limits, if applicable, shall be incorporated in the maintenance programme following the modification / repair design approval.

1.7.5 Liaison with Operator / Owner

1.7.5.1 The CAMM is responsible to notify any implementation or incorporation of all mandatory changes, especially in relating to the Flight Manual and MEL supplements, to the Operator / owner through Liaison Meetings in addition to those identified in Part 1.5.2 of this CAME.

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1.8 Defect Reports

1.8.1 Analysis

1.8.1.1 A system of assessment should be in operation to support the continuing airworthiness of an aircraft and to provide a continuous analysis of the effectiveness of the approved continuing airworthiness management organisation's defect control system in use.

1.8.1.2 The system should provide for:

- a) significant incidents and defects: monitor incidents and defects that have occurred in flight and defects found during maintenance and overhaul, highlighting any that appear significant in their own right.
- b) repetitive incidents and defects: monitor on a continuous basis defects occurring in flight and defects found during maintenance and overhaul, highlighting any that are repetitive.
- c) deferred and carried forward defects: Monitor on a continuous basis deferred and carried forward defects. Deferred defects are defined as those defects reported in operational service which are deferred for later rectification. Carried forward defects are defined as those defects arising during maintenance which are carried forward for rectification at a later maintenance input.
- d) unscheduled removals and system performance: analyse unscheduled component removals and the performance of aircraft systems for use as part of the maintenance programme efficiency.

1.8.1.3 An assessment of both the cause and any potentially hazardous effect of any defect or combination of defects that could affect flight safety should be made in order to initiate any necessary further investigation and analysis necessary to identify the root cause of the defect.

1.8.2 Liaison with Manufacturers and Regulatory Authorities

1.8.2.1 All defects considered affecting flight safety shall be reported by the operator to CAAM and GAM CAMO.

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1.8.2.2 Defects known to GAM CAMO shall be reported to the operator, CAAM and TC holder.

1.8.3 Deferred Defect Policy

1.8.3.1 In general, all identified defects shall be corrected before flight, deferred maintenance should as far as possible be avoided during scheduled maintenance and should be the last solution. However, under certain circumstances defects may be deferred if applicable conditions are met. Established Deferred defect policy must be referred.

1.8.3.2 GAM will seek to ensure that the minimum number of open Deferred Defects exist. All open Deferred Defects will be monitored by CAMM in consultation with the owner or operator and the contracted maintenance organisation to ensure earliest rectification and subsequent closure.


1.8.3.3 All defects that are subject to deferral action will be as per the Minimum Equipment List and its guidelines for use. Defects such as cracks and structural defects that are not addressed in the MEL or CDL may only be deferred after agreement with the Type Certificate holder and that the defect is not of a safety concern.

1.8.3.4 When a Deferred Defect is raised, the CAMM will consult with the contracted maintenance organisation with a view to arrange the earliest possible rectification action to be taken. This will involve the pre-allocation of down time, spares, personnel, tooling etc. as appropriate. A Maintenance Release will be issued upon clearance of any Deferred Defects.

1.8.3.5 It is of vital importance to contact the manufacturer as soon as any uncertainty exists.

1.8.4 Non Deferrable Defects Away From Base

1.8.4.1 In the following unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are available, the organisation contracted to provide maintenance support may issue a one-off certification authorisation—

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- a) to one of its employees holding equivalent type authorisations on aircraft of similar technology, construction and systems; or
- b) to any person with not less than five years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification provided there is no organisation appropriately approved under this Directive at that location and the contracted organisation obtains and holds on file evidence of the experience and the licence of that person.

1.8.4.2 All such cases as specified in this paragraph must be reported to CAAM within seven days after issuing such certification authorisation. The organisation issuing the one-off authorisation shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved organisation. The organisation shall have an approved procedure in place for managing the maintenance activity undertaken at the location under the authority of the one-off authorisation.

1.8.5 Repetitive Defects

1.8.5.1 Repetitive Defect is a defect in an aircraft or its component which recurs, in spite of rectifications attempted on the same aircraft or its component and system more than 3 times in a month.

1.8.5.2 The aircraft continuing airworthiness records are monitored by CAMM to identify repetitive defects as and when they become apparent. Remedial action will be arranged with the contracted maintenance organisation in consultation with the owner/operator.

1.8.6 Mandatory Occurrence Reporting – Airworthiness Aspect

1.8.6.1 GAM CAMO shall report to CAAM and the organisation responsible for the type design (or supplemental type design), of any identified condition of an aircraft or component that endangers flight safety.

1.8.6.2 The reports shall be made through CAAM Aviation Reporting System (CAREs) via CAAM website address at <https://safetyreporting.caam.gov.my/>.

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1.8.6.3 Reports shall be made in accordance with CAD 1900 and contain all pertinent information about the conditions known to the person.

1.8.6.4 Each report should contain at least the following information:

- a) reporter or organisation's name and approval reference if applicable,
- b) information necessary to identify the subject aircraft and/or component,
- c) date and time relative to any life or overhaul limitation in terms of flying hours/cycles/landings etc., as appropriate,
- d) details of the occurrence,
- e) other information to comply with CAD1900 – Safety Reporting.

1.8.6.5 Where the organisation maintaining the aircraft is contracted by an owner to carry out maintenance, the organisation maintaining the aircraft shall also report to the owner and GAM CAMO of any such condition affecting the owner's aircraft or component.

1.8.6.6 Reports shall be made as soon as practicable, and within 48 hours of the person identifying the condition to which the report relates.

1.8.7 Liaison Meetings

1.8.7.1 All occurrences, which have maintenance implications, shall be analysed by the CAMM in consultation with the approved AMO. Any maintenance occurrence reports raised by the contracted AMO on GAM CAMO managed aircraft shall also be advised to the CAMM.

1.8.7.2 Both organisations shall hold copies of any reports that have been raised that affect maintenance. Liaison meetings shall be held between the CAMM, the contracted AMO, the QAM and any other involved parties to discuss occurrence reports issues.

1.8.7.3 The frequency of these meetings shall be held as necessary if required by maintenance findings and/or operational circumstances.

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1.9 Engineering Activity

- 1.9.1 GAM is also an approved Design Organisation (DO) with CAAM approval no. DOA/2020/01.
- 1.9.2 GAM DO terms of approval can be referred to Design Organisation Manual ref. GAM/DOM latest approved revision.
- 1.9.3 Modifications and repairs that are not within the scope of GAM DO shall be submitted to CAAM for the approval of the particular repair data in accordance with CAD 8106 and the procedures in CAMP Chapter 4.11 Repair Process Management.

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1.10 Reliability Programmes

1.10.1 General

- 1.10.1.1 The purpose of a reliability programme is to ensure that the aircraft maintenance programme tasks are effective and their periodicity is adequate.
- 1.10.1.2 The reliability programme may result in the escalation or deletion of a maintenance task, as well as the de-escalation or addition of a maintenance task.
- 1.10.1.3 A reliability programme provides an appropriate means of monitoring the effectiveness of the maintenance programme.
- 1.10.1.4 A reliability programme should be developed for an aircraft, including its engines, propellers and components in the following cases:
- a) the aircraft maintenance programme is based upon MSG-3 logic.
 - b) the aircraft maintenance programme includes condition monitored components;
 - c) the aircraft maintenance programme does not contain overhaul time periods for all significant system components;
 - d) when specified by the Manufacturer's maintenance planning document or MRB.
- 1.10.1.5 A reliability programme need not be developed in the following cases:
- a) the maintenance programme is based upon the MSG-1 or 2 logic but only contains hard time or on condition items;
 - b) the aircraft maintenance programme provides overhaul time periods for all significant system components.
- 1.10.1.6 Notwithstanding paragraphs 1.10.1.4 and 1.10.1.5 above, GAM CAMO may however, develop its own reliability monitoring programme when it may be deemed beneficial from a maintenance planning point of view.

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1.10.2 Reliability Data

1.10.2.1 The type of information to be collected should be related to the objectives of the Programme and should be such that it enables both an overall broad based assessment of the information to be made and also allow for assessments to be made as to whether any reaction, both to trends and to individual events, is necessary. The following are examples of the normal prime sources:

- a) Pilot reports
- b) Technical Logs.
- c) Aircraft Maintenance Access Terminal / On-board Maintenance System readouts.
- d) Maintenance Worksheets.
- e) Workshop Reports.
- f) Reports on Functional Checks.
- g) Reports on Special Inspections.
- h) Stores Issues/Reports.
- i) Air Safety Reports.
- j) Reports on Technical Delays and Incidents.
- k) Other sources: EDTO, RVSM, CAT II/III.
- l) Continuing airworthiness and safety information promulgated under Part-21 will also be taken into consideration.

1.10.3 Analysis of Reliability Data

1.10.3.1 The collected information shall be analysed for the identification of trends, specific highlights and related events. The analysis and interpretation of information shall enable a critical assessment of the effectiveness of the programme and shall take the following points into consideration:

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- a) Comparisons of operational reliability with established or allocated standards (in the initial period these could be obtained from in-service experience of similar equipment of aircraft types).
- b) Analysis and interpretation of trends.
- c) Evaluation of repetitive defects.
- d) Confidence testing of expected and achieved results.
- e) Studies of life-bands and survival characteristics.
- f) Reliability predictions
- g) Identification of hazards and risks and how they are fed into the management system.

1.10.3.2 The range and depth of engineering analysis and interpretation should be related to the particular programme and to the facilities available. The following, at least, should be taken into account:

- a) Flight defects and reductions in operational reliability.
- b) Defects occurring on-line and at main base.
- c) Deterioration observed during routine maintenance.
- d) Workshop and overhaul facility findings.
- e) Modification evaluations.
- f) Sampling programmes.
- g) The adequacy of maintenance equipment and publications.
- h) The effectiveness of maintenance procedures.
- i) Staff training.
- j) Service bulletins, technical instructions, etc..

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1.10.4 Corrective Actions

1.10.4.1 Corrective actions shall correct any reduction in reliability revealed by the programme and could take the form of:

- a) Changes to maintenance, operational procedures or techniques.
- b) Maintenance changes involving inspection frequency and content, function checks, overhaul requirements and time limits, which will require amendment of the scheduled maintenance periods or tasks in the approved maintenance programme. This may include escalation or de-escalation of tasks, addition, modification or deletion of tasks.
- c) Amendments to approved manuals (e.g. maintenance manual, crew manual).
- d) Initiation of modifications.
- e) Special inspections of fleet campaigns.
- f) Spares provisioning.
- g) Staff training.
- h) Manpower and equipment planning.

1.10.4.2 Some of the above corrective actions may need the CAAM's approval before implementation.

1.10.5 Reliability Meetings

1.10.5.1 The Maintenance Review Board (MRB) holds monthly meetings and constitutes of the following members:

- a) CAM Manager or his/her delegate
- b) QAM or his/her delegate
- c) Airworthiness Review Staff representative.
- d) EM or his/her delegate

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- e) Technical Services Engineer
- f) Logistic supervisor

1.10.5.2 The followings shall be in the agenda but not limited to:

- a) Reliability reports are evaluated, and a review of each delay and cancellation is carried out.
- b) Identify any adverse trends and associated technical problems for further investigation.
- c) Determine required actions to reduce recurring defect or significant event.
- d) Formulate actions that can rectify dispatch reliability being below set targets.
- e) Review actions taken on PIREP Rate Alert's and high unscheduled removal rate components.
- f) Proposals for corrective and preventive actions and for Aircraft Maintenance Programme changes are evaluated from incident, decisions made by majority vote.

1.10.5.3 The Programme shall be reviewed and, as necessary, revising the reliability 'standards' or 'alert levels' annually. Although not exclusive, the following list gives guidance on the criteria to be taken into account during the review.

- a) Utilisation (high/low/seasonal).
- b) Fleet commonality.
- c) Alert Level adjustment criteria.
- d) Adequacy of data.
- e) Reliability procedure audit.
- f) Staff training.

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g) Operational and maintenance procedures.

1.10.5.4 Refer CAMP Chapter 4.8 and 4.9 for further details.

1.10.6 Reliability Reporting to CAAM

1.10.6.1 GAM CAMO is required to submit monthly reliability monitoring data to CAAM for review.

1.10.6.2 If the aircraft affected in the maintenance programme is issued with part Special Approval (SPA), the reliability data related to specific part SPA approvals shall also be included in the reliability report, separately for each part SPA.

1.10.6.3 The report should be made by submitting form CAAM/AW/6807-01 and attached with respective detailed information and data in a form that shows relevant data analysis and interpretation that can be readily assessed and understood.

1.10.6.4 Whenever information obtained from reliability monitoring indicates a degraded level of safety, a special evaluation should be performed by GAM CAMO. The result of such evaluation should be presented to CAAM accordingly.

1.10.6.5 GAM CAMO shall invite CAAM to attend such regular periodic meetings where reliability issues are discussed.



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1.11 Pre-flight Inspections

1.11.1 General – Scope and Definition

1.11.1.1 GAM CAMO shall be responsible for the satisfactory accomplishment of the pre-flight inspection through the AJL. The pre-flight inspection shall be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation.

1.11.2 Evaluation of Pre-flight Inspection Content

1.11.2.1 With regard to the pre-flight inspection, it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:

- a) a walk-around type inspection of the aircraft and its emergency equipment for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required equipment including emergency equipment should be established;
- b) an inspection of the aircraft continuing airworthiness record system or the operators journey log as applicable to ensure that the intended flight is not adversely affected by any outstanding deferred defects and that no required maintenance action shown in the maintenance statement is overdue or will become due during the flight;
- c) an inspection of validity of C of A;
- d) a control that consumable fluids, gases etc. uplifted prior to flight are of the correct specification, free from contamination, and correctly recorded;
- e) a control of refuelling;
- f) a control of cargo and baggage loading;
- g) a control that all doors are securely fastened;
- h) a control that controls surface and landing gear locks, pitot/static covers, restraint devices and engine/aperture blanks have been removed; and

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- i) a control that all the aircraft's external surfaces and engines are free from ice, snow, sand, dust etc. and an assessment to confirm that, as the result of meteorological conditions and de-icing/anti-icing fluids having been previously applied on it, there are no fluid residues that could endanger flight safety. Alternatively, to this pre-flight assessment, when the type of aircraft and nature of operations allow for it, the build-up of residues may be controlled through scheduled maintenance inspections/cleanings identified in the approved maintenance programme.

1.11.2.2 Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. The related pre-flight inspection instructions should address the procedures to determine where the necessary uplift or inflation results from an abnormal consumption and possibly requires additional maintenance action by the approved maintenance organisation or certifying staff as appropriate.

1.11.2.3 Any defect appeared during the pre-flight inspections is reported to CAMM using the AJL. The CAMM manages the performance of any required maintenance resulting from the checks above at the contracted AMO.

1.11.3 Concurrent with AMP

1.11.3.1 The pre-flight maintenance task that are required by the AMP shall be accomplished by the maintenance staff concurrent with the requirements of pre-flight inspections above.

1.11.3.2 The pre-flight maintenance task do not replace the pre-flight inspections required by the Flight Manual which must be performed by a pilot.

1.11.4 Responsibility of Training of Personnel Performing Pre-flight Inspection

1.11.4.1 In the case of aircraft operating away from a supported location, the contracted AMO may issue a limited certification authorisation to the commander and/ or the flight engineer on the basis of the flight crew licence held subject to being satisfied that sufficient practical training has

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been carried out to ensure that the commander or flight engineer can accomplish the specified task to the required standard.

1.11.4.2 The personnel performing pre-flight inspection shall receive appropriate training for the relevant task.

1.11.4.3 GAM CAMO shall nominate pilot to be task trained to perform the pre-flight inspection as required by the AMP to the contracted AMO for the issuance of authorisation to the nominated pilot.

1.11.5 Content of Pre-flight Inspection Training – Training Standard

1.11.5.1 The pre-flight inspection training shall be based on the AMP and the applicable aircraft maintenance manual.

1.11.6 Records of Training

1.11.6.1 The records of training shall be kept by the contracted AMO.

1.11.6.2 Refer QPM 2.10 Limited Certification Authorisations Control Procedure for details.

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1.12 Aircraft Weighing

1.12.1 GAM CAMO shall be responsible to:

- a) develop and maintain a mass and balance programme;
- b) prepare the aircraft mass and balance programme document; and
- c) manage the mass and balance control of the aircraft in accordance with CAD 6805

1.12.2 GAM CAMO shall ensure that no flight takes place unless the mass and balance control of the aircraft is performed in accordance with GAM approved Mass and Balance Programme (MBP) ref. GAM/CAAM/MBP latest approved revision.

1.12.3 The aircraft shall be weighed/ reweighed at the following occasions:

- a) To determined mass and CG of each aircraft prior to issuance of the C of A.
- b) Whenever CAAM requires.
- c) Whenever required by aircraft TC holder.
- a) Whenever CAAM, GAM CAMO or the operator is of the opinion that adequate mass control has not been exercised over an aircraft during the modification or repair embodiment.
- b) After a major modification where the new mass and balance cannot be calculated based on mass and balance information in the modification documentation.
- c) After installation of equipment where the new mass and balance cannot be calculated based on reliable mass information for the installed equipment.
- d) After repainting of the aircraft.
- e) Not exceed 4 years intervals consecutively.

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- 1.12.4 By derogation to the para 1.12.3 a) above, an aircraft may not be required to be weighed by the operator prior to the issuance C of A in case of newly manufactured aircraft where the mass and CG has been determined by the manufacturer and recorded.
- 1.12.5 By derogation to the para 1.12.3 a) above, in the case of a used aircraft, the aircraft may not be required to be weighed by the operator prior to the issuance C of A aircraft if:
- a) the operator is able demonstrate that the aircraft has been last weighed in accordance to procedures equivalent to the MBP;
 - b) the aircraft is unmodified or only minimally modified (i.e. where it is explicitly specified in the modification data there is no appreciable effect on aircraft mass and balance); and
 - c) any changes to mass computed and recorded in the previous MBR and MCGS report.
- 1.12.6 Aircraft weighing shall be performed by AMO in accordance with CAAM CAD 8601 or CAD 8602 as applicable. Aircraft weighing activity shall be supervised by Weighing Engineer to ensure compliance to the requirements of CAAM CAD 6805
- 1.12.7 Aircraft weighing shall be carried out in accordance with instructions and recommendations of the aircraft type certificate holder, supplemental type certificate holder and weighing scale manufacturer as applicable. If such data is not available. GAM CAMO shall be responsible for developing appropriate weighing instructions for its particular aircraft as may be agreed by CAAM.
- 1.12.8 GAM CAMO shall be responsible to coordinate the aircraft weighing activity with operator and contracted AMO and raise the worksheet accordingly.
- 1.12.9 MBR and MCGS report shall be issued for every aircraft by the CAMO. The report shall be completed and certified by WE.
- 1.12.10 The MBR and MCGS report shall present:

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- a) MCGS - Derivation of the Empty mass and corresponding the CG from the most recent aircraft weighing results and related calculations in accordance with Regulation 43 of MCAR.
- b) MBR - Current empty mass, the variable loads and the disposable loads for which the operator intends to use the aircraft for.
- c) Equipment List - Current Basic Equipment list showing the mass and lever arm of each item or make reference to the document in which such a list is included.
- d) Aircraft Basic Mass and Balance Record - Current, and continuous record of the mass and CG of each aircraft including modifications, repairs or other changes affecting either the mass and/or CG of the aircraft.

1.12.11 GAM CAMO shall maintain a complete, current, and continuous record of changes of empty mass, arm and empty centre of gravity limits for each aircraft. Details of modifications, repairs or other changes affecting either the mass and/or CG of the aircraft shall be recorded and listed.

1.12.12 The current MBR and MCGS shall be carried on board of aircraft and another copy shall be attached to the work pack. The next due for the aircraft weighing shall be entered and monitored in CAMS.

1.12.13 When the MBR report is reissued/revised, the last issue/revision shall be retained with the aircraft records for at least six (6) months.

1.12.14 Refer MBP for further details.

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1.13 Check Flight Procedures

1.13.1 General

1.13.1.1 Maintenance check flights are carried out under the control and responsibility of aircraft operator. During the flight preparation, the flight and the post-flight activities and for the aircraft hand over, the processes requiring the involvement of the maintenance organisations or their personnel should be agreed in advance with the operator.

1.13.1.2 Depending on the aircraft defect and the status of the maintenance activity performed before the flight, different scenarios are possible and are described below:

- a) The aircraft maintenance manual (AMM), or any other maintenance data issued by the design approval holder, requires that a maintenance check flight is performed before completion of the maintenance ordered. In this scenario, a maintenance release after incomplete maintenance when in compliance with para 5.9 of CAD 8601 or para 13.2 of CAD 8602 should be issued by the maintenance organisation and the aircraft can be flown for this purpose under a permit to fly. Due to incomplete maintenance, it is advisable to open a new entry on the aircraft journey log to identify the need for a maintenance check flight. This new entry should contain or refer, as necessary, to data relevant to perform the maintenance check flight under Permit to Fly with conditions in accordance with para 2.2(b)2) of CAD 8305 , such as: aircraft limitations due to incomplete maintenance, maintenance data reference and maintenance actions to be performed after the flight. After a successful maintenance check flight, the maintenance records should be completed, the remaining maintenance actions finalised and the aircraft released to service in accordance with the maintenance organisation approved procedures.

Note.– Incomplete maintenance in this paragraph is referring to a part of instruction/s which cannot be withdrawn and restrict the maintenance personnel to clear the rest of instruction and issue the maintenance release.

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- b) Based on its own experience and for safety considerations and/or quality assurance, an operator may wish to perform a maintenance check flight after the aircraft has undergone certain maintenance while maintenance data does not call for such flight. Therefore, after the maintenance has been properly carried out, a maintenance release is issued and the aircraft airworthiness certificate remains valid for this flight.
- c) An aircraft system has been found to fail, the dispatch of the aircraft is not possible in accordance with maintenance data and the satisfactory diagnosis of the cause of the fault can only be performed in flight. The process for this troubleshooting is not described in the maintenance data and therefore scenario a) above does not apply. Since the aircraft cannot fly as the Certificate of Airworthiness ceased to be in force under Regulation 27 of CAR 2016, a permit to fly issued in accordance with para 2.2a) of CAD 8305 is required. After the flight and the corresponding maintenance work, the aircraft can be released to service and continue to operate under its original certificate of airworthiness.

1.13.1.3 For certain maintenance check flights, the data obtained or verified in flight will be necessary for assessment or consideration after the flight by the maintenance organisation prior to issuing the maintenance release. For this purpose, when the personnel of the maintenance organisation cannot perform these functions in flight, the maintenance organisation may rely on the crew performing the flight to complete these data or to make statements about in-flight verifications. In this case the maintenance organisation should appoint the crew personnel playing such a role and brief them on their functions before the flight.

1.13.2 Criteria for Check Flight

1.13.2.1 When the aircraft Certificate of Airworthiness ceased to be in force in accordance with MCAR Regulation 27 (1), a Permit To Fly (PTF) with Flight Conditions or PTF with conditions must be obtained in accordance with CAD 8305, before the check flight is allowed to take place.

1.13.2.2 The Check Flight shall required to be performed as described below:

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a) Airworthiness Flight Test

- 1) Airworthiness Flight Test Schedule (AFTS) shall be used for initial C of A flight test application for used aircraft induction into GAM CAMO. AFTS shall be approved by CAAM.
- 2) Notwithstanding paragraph 1.13.2.2 a) 1) above, any AFTS that are generic in nature i.e. not applicable to specific aircraft types, for example, CAA UK's AFTS applicable for single, piston-engine aeroplanes up to 2730 kg (6000 lb) MTOM and other equivalent AFTS, can be used by GAM CAMO 'as-is' and does not require CAAM Airworthiness Division's approval.
- 3) Operator's shall nominate pilots who are properly qualified and adequately experienced to carry out Airworthiness Flight Test. CAMM shall present the recommended pilots to CAAM (Airworthiness Division) for approval. Only Airworthiness Flight Test Pilots who are approved by CAAM (Airworthiness Division) shall perform the airworthiness flight test.

b) Maintenance Flight Test

- 1) If maintenance flight test is required by the aircraft maintenance manual or any other maintenance data issued by the design approval holder being responsible for continuing airworthiness of the aircraft, GAM CAMO may accurately transcribe the applicable maintenance data to develop its own Maintenance Flight Test Schedule (MFTS) in accordance with this CAME. The MFTS is not required to be approved by CAAM unless there is deviation from the aforementioned maintenance data.
- 2) Maintenance Flight Test consists of the following scopes:
 - i) Functional Check Flight (FCF) (e.g.: engine change, hydraulic pump change, etc) in accordance with TC holder approved data.
 - ii) Rotor Blade Track & Balance (RTB) in accordance with TC holder approved data.

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1.13.3 Check Flight Procedure

- 1.13.3.1 Airworthiness Flight test is not required for induction of new aircraft into GAM CAMO. Production Flight Test or any flight test report which is issued by the manufacturer is satisfactory.
- 1.13.3.2 When an imported used aircraft is acceptable to CAAM and issued with a Malaysian Certificate of Registration, the subject used aircraft may be flight tested using CAAM approved AFTS and under the conditions of a Malaysian issued Permit to Fly (PTF).
- 1.13.3.3 The AFTS shall be prepared by GAM CAMO and submitted together with a completed Statement of Compliance (SOC) (CAAM/AW/8101-01) and supporting Flight Test related documents, for example, manufacturer's flight test schedule to enable CAAM to review and approve the AFTS.
- 1.13.3.4 Only Pilots approved by CAAM (Airworthiness Sector) shall perform the Airworthiness Flight Test in accordance with CAAM approved Flight Test Schedule.
- 1.13.3.5 Maintenance flight test is required for criteria as specified in paragraph 1.13.2.2 b) above. The scope of maintenance activities that required PTF and the referenced MFTS can be referred to CAME Chapter 5.9.
- 1.13.3.6 Refer CAMP Chapter 4.7 for further details.

1.13.4 Process for Applying for Approval of Flight Condition and Permit to Flight when applicable

- 1.13.4.1 There are two processes involved in the issuance of PTF:
- a) PTF issued by CAAM; or
 - b) PTF issued by CAMO.
- 1.13.4.2 GAM shall not release an aircraft for flight without a valid Certificate of Airworthiness unless a PTF has been issued through the process mentioned above.
- 1.13.4.3 Flight Conditions approval shall be issued by CAAM. Notwithstanding, the Flight Conditions which is not related to the safety of the design may

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be approved by a CAAM approved design organisation that has been granted such privilege.

1.13.4.4 For PTF issued by CAMO, conditions or restrictions as mentioned in the PTF shall be used.

1.13.4.5 Procedure for issuance of PTF is specified in Part 4B.

1.13.5 MFT Flight Crew Competency Required for Flight

1.13.5.1 The pilot shall hold appropriate type rating of the aircraft in order to conduct the maintenance flight test.

1.13.5.2 The pilot's flying experience requirements to carry out maintenance flight test shall be referred to CAMP Chapter 0.12.

1.13.6 Insurance Coverage

1.13.6.1 When the Flight Test involves any CAAM personnel, GAM CAMO shall ensure that each CAAM personnel is provided insurance coverage against all air risks. This insurance coverage for CAAM personnel shall be at par with the Aircraft Operator's Flight Crew insurance coverage.

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1.14 Planning Procedures

1.14.1 General

1.14.1.1 GAM CAMO uses Continuing Airworthiness Management System (CAMS) to ensure that all aircraft maintenance checks are performed within the limits prescribed by the approved aircraft maintenance programme and release in accordance with CAD 8601 or CAD 8602, as applicable. Whenever a maintenance check cannot be performed within the required time limit, its postponement is allowed in accordance with a procedure agreed by CAAM.

1.14.2 Planning of AMP Task

1.14.2.1 All planned work shall be based on a Workpack issued via CAMS, except for defect in the Tech Log system that must be rectified before next flight, unless may deferred as per MEL. A general WP can also be issued based on information not contained in CAMS or otherwise as requested from a Customer.

1.14.2.2 Maintenance tasks are transcribed onto the worksheets and subdivided into clear stages to ensure a record of the accomplishment of the maintenance task. Of particular importance is the need to differentiate and specify, when relevant, disassembly, accomplishment of task, reassembly and testing. In the case of a lengthy maintenance task involving a succession of personnel to complete such task, it may be necessary to use supplementary work cards or worksheets to indicate what was actually accomplished by each individual person. A worksheet or work card system should refer to particular maintenance tasks.

1.14.2.3 GAM CAMO shall compile all the required jobs to be carried out and issue a Workpack. Each maintenance task document is assigned with a Worksheet reference number which is reflected in the Workpack.

1.14.2.4 In some cases where customer request for certifications to be recorded on their own maintenance document, Workpack shall still be issued with details referring to the customer's maintenance documents where certification was made.

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- 1.14.2.5 GAM CAMO shall ensure the job performed by the Part 145 AMO is within their Scope of Work or Capability as reflected in their CAAM Part 145 Approval Certificate.
- 1.14.2.6 The Part 145 AMO responsible for the job shall check the Workpack received is complete for the task to be carried out. The person shall hold the final responsibility of the task and the person may add or strike out any pre-printed statement in the Workpack as deemed necessary to comply to the CAAM requirements.
- 1.14.2.7 Certifying person or the person in-charge of the maintenance job may ask GAM CAMO to add or to alter the pre-planned or pre-printed Workpack as work progresses.
- 1.14.2.8 The Workpack completed by the Part 145 AMO shall contain all certification duly signed and the supporting documents such as Authorised Release Certificates and Certificate of Conformity shall be of the original copy or otherwise if the Part 145 AMO still hold some parts to which the Certificates is referred to, a certified true copy of the said certificate shall accompany the worksheet it relates to.
- 1.14.2.9 Certified true copy of an Authorised Release Certificate or a Certificate of Conformity can only be certified by a Store Inspector approval holder and above or QA Manager of the Part 145 AMO.
- 1.14.2.10 The completed Workpack then shall be returned to GAM CAMO for review and updating in the CAMS.
- 1.14.2.11 Refer CAMP Part 3 for further details.

1.14.3 Monitoring of Maintenance Between Scheduled Maintenance

- 1.14.3.1 The CAMS are continuously update upon maintenance completion. The latest aircraft maintenance status then will be provided to Operator and, if required, to Part 145 AMO for operational planning.
- 1.14.3.2 GAM CAMO will monitor CAMS for the progressive remaining hours, calendar days, and cycle for the accomplishment of all maintenance in accordance with the approved aircraft maintenance programme.

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1.14.3.3 The CAMS are equipped with warning limitation that can be pre-set by GAM CAMO for a pre-indication of maintenance before it is due.

1.14.3.4 Refer CAMP Chapter 3.5 for further details.

1.14.4 Variation Procedure

1.14.4.1 GAM CAMO may only vary the periods prescribed by the programme with the approval of the CAAM or through a procedure developed in the maintenance programme and approved by the CAAM.

1.14.4.2 All variations to the Maintenance Programme shall be within the guidelines defined in the respective AMP. These variations shall only be requested when circumstances arise which could not reasonably have been anticipated by GAM and all other means of solution have been exhausted.

1.14.4.3 The reasons and justification for any proposed variation to scheduled maintenance shall be prepared by CAMM and analyse by QAM prior submission to CAAM for approval.

1.14.4.4 The procedures and guidelines are further detailed in CAMP Chapter 4.4.4.

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1.15 Airworthiness Data Control

1.15.1 General


1.15.1.1 Applicable maintenance data are:

- a) any applicable requirement, procedure, standard or information issued by the authority responsible for the oversight of the aircraft or component;
- b) any applicable airworthiness directive issued by the authority responsible for the oversight of the aircraft or component;
- c) any applicable instructions for continuing airworthiness, issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, TSO authorisation, major modification approval, major repair design approval or any other relevant approval deemed to have been issued by CAAM; and
- d) any applicable maintenance instructions issued by maintenance organisation. The organisation should only modify maintenance instructions in accordance with a procedure specified in the maintenance organisation's exposition. With respect to those changes, the organisation shall demonstrate that they result in equivalent or improved maintenance standards and shall inform the type-certificate holder of such changes. Maintenance instructions for the purposes of this paragraph mean instructions on how to carry out the particular maintenance task; they exclude the engineering design of repairs and modifications.

1.15.1.2 The organisation maintaining an aircraft must ensure that all applicable maintenance data is current and readily available for use when required. GAM-CAMO will establish a work card or worksheet system to be used and will either transcribe accurately the maintenance data onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data.

1.15.1.3 Airworthiness data should be kept up to date by:

- a) subscribing to the applicable amendment scheme

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b) checking that all amendment are being received

c) monitoring the amendment status of all data

1.15.1.4 All airworthiness data available in GAM CAMO are listed in the Publication Master List.

1.15.2 Control of Information

1.15.2.1 GAM CAMO will be responsible for the control of maintenance instructions and its related documents used by GAM.

1.15.2.2 GAM CAMO will serve as the central receipt, registration generation and dissemination point for technical documents including drawings received from aircraft manufacturers, component vendors as well as those produced internally by GAM. The following points highlight how GAM CAMO interface with other related parties:

a) GAM CAMO will maintain a database of all technical documents held by various parties within GAM. The database will record details of each technical document including but not limited to title, the revision status, and registered holders.

b) GAM CAMO will also coordinate all purchases of technical documents as required and procure these documents where applicable.

c) GAM CAMO will maintain a master set of reference materials e.g. standards, processes and material specification, product technical data etc. required for maintenance.

d) GAM CAMO shall ensure that the end user has access to the airworthiness data.

1.15.3 Technical Information Amendment Procedures

1.15.3.1 GAM CAMO will be responsible for updating the master set of technical documents, and applicable manuals used for the continuing airworthiness of aircraft managed by GAM CAMO.

1.15.3.2 All superseded documents must be promptly removed/destroyed or guarded against inadvertent use.

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1.15.3.3 GAM CAMO will also generate master listing showing the Publication Revision Status of all documents and manuals every month. This listing must be made available to all end users and circulated electronically.

1.15.4 Company Technical Procedures / Instructions

1.15.4.1 GAM CAMO does not produce any technical procedures / instructions. All technical procedures / instructions will be issued and prepared by GAM DOA under their scope of approval.

1.15.5 Maintenance Documentation

1.15.5.1 GAM CAMO must hold and use applicable current maintenance data for the performance of continuing airworthiness tasks referred to in Chapter 0.3.5.2 of this Exposition. This data may be provided by the operator, subject to an appropriate contract being established with such an operator. In such case, GAM CAMO only needs to keep such data for the duration of the contract, except when required by Chapter 1.3.2 of this Exposition.

1.15.5.2 All forms or documents used in recording of maintenance work done is controlled in CAMP Chapter 6.1 List of Forms. Only paper records (hard copy) are approved to be used for recording maintenance documentation. These maintenance documentations will be identified with control numbers for the purpose of traceability.

1.15.5.3 Maintenance tasks should be transcribed by GAM CAMO or authorised maintenance contractor, as applicable, onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the maintenance task. Of particular importance is the need to differentiate and specify, when relevant, disassembly, accomplishment of task, reassembly and testing. In the case of a lengthy maintenance task involving a succession of personnel to complete such task, it may be necessary to use supplementary work cards or worksheets to indicate what was actually accomplished by each individual person. A worksheet or work card system should refer to particular maintenance tasks.

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1.15.6 Awareness of Technical Publications, Instructions and Service Information by the Staff

- 1.15.6.1 GAM CAMO will provide access to all controlled technical documents to all personnel so as to enable them to perform their designated duties. Such documents must be located at convenient locations at their workplace.
- 1.15.6.2 Data being made available to personnel maintaining aircraft means that the data should be available in close proximity to the aircraft or component being maintained, for mechanics and certifying staff to perform maintenance.
- 1.15.6.3 Where computer systems are used, the number of computer terminals should be sufficient in relation to the size of the work programme to enable easy access, unless the computer system can produce paper copies. Where microfilm or microfiche readers/printers are used, a similar requirement is applicable.
- 1.15.6.4 A listing showing the latest revision status of all controlled documents at each location will be prominently displayed to allow these personnel to confirm they are using up-to-date data.
- 1.15.6.5 All personnel must be made aware of the types of technical publications available from the manufacturers and those issued internally by GAM that are needed for the accomplishment of their tasks. They must be well versed with how to use the documents to obtain the correct information.
- 1.15.6.6 All personnel will handle technical documents with due care and keep them well organised and in good condition.
- 1.15.6.7 All documents that are not being controlled and updated as per the procedures described must be marked "UNCONTROLLED". This also applies to obsolete documents retained legally.
- 1.15.6.8 All holders must segregate uncontrolled manuals and ensure that all technical manuals of unknown status are destroyed.
- 1.15.6.9 All technical personnel must be aware that information in uncontrolled documents are not current and to be used only for reference.

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1.16 Control of Personnel Competency

1.16.1 General

1.16.1.1 The nominated persons listed in CAME Chapter 0.3 shall be able to show sufficient knowledge, background and appropriate experience related to aircraft continuing airworthiness to the satisfaction of CAAM.

1.16.1.2 GAM CAMO shall establish and control the competence of personnel involved in the continuing airworthiness management, airworthiness review and/or quality audits in accordance with the procedures herewith and the requirements by CAAM.

1.16.2 Continuing Airworthiness Management Manager

1.16.2.1 The CAMM shall have:

- a) a relevant engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components; or CAAM License Aircraft Engineer;
- b) five years relevant work experience of which at least two years should be from the aeronautical industry in an appropriate position.
- c) comprehensive knowledge of:
 - 1) relevant regulations pertaining to initial and continuing airworthiness;
 - 2) relevant parts of operational requirements and procedures, if applicable.

1.16.2.2 The competency of CAMM shall be controlled by QA department as per QPM 2-17.

1.16.3 Quality Assurance Manager

1.16.3.1 The QAM shall have:

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- d) a relevant engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components; or CAAM License Aircraft Engineer;
- e) comprehensive knowledge of quality systems;
- f) five years relevant work experience of which at least two years should be from the aeronautical industry in an appropriate position.

1.16.3.2 The competency of QAM shall be controlled by QA department as per QPM 2-17.

1.16.4 Airworthiness Review Staff

1.16.4.1 The ARS shall have:

- a) a relevant engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components; or CAAM License Aircraft Engineer;
- b) the above recommendation may be replaced by 5 years of experience additional to those already recommended by paragraph c) below. These 5 years should cover an appropriate combination of experience in tasks related to aircraft and/or continuing airworthiness management and/or surveillance of such task;
- c) five years relevant work experience of which at least two years should be from the aeronautical industry in an appropriate position.
- d) thorough knowledge with GAM's CAME;
- e) 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 CAAM CAD 1801 Level 1 CAT C Type Training and could be imparted by a CAAM Part 147 organisation, by the manufacturer, or by any other organisation accepted by CAAM.

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f) 'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

g) knowledge of maintenance methods.

h) Knowledge of applicable regulations.

1.16.4.2 The competency of the ARS shall be controlled by QA department as per QPM 2-5.

1.16.5 Continuing Airworthiness Management Personnel

1.16.5.1 The qualifications and experience for personnel involved in the continuing airworthiness management and their competency shall be referred to in CAMP Chapter 0.5 and CAMP Chapter 0.8 respectively.

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1.17 Subcontracting Management Control Procedure

- 1.17.1 GAM CAMO holds the privileges according to CAAM Part M Subpart G (CAD 6802) to manage the continuing airworthiness of aircraft as listed on the approval certificate. GAM CAMO does not subcontract any of the continuing airworthiness management tasks to other organisation for the time being in force.

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1.18 Safety Management System (CAT only)

- 1.18.1 GAM CAMO does not hold Air Operator Certificate (AOC) approval for the time being in force.
- 1.18.2 GAM Safety Management System is established under GAM AMO approval AMO/2016/02.

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1.19 Data Recording

1.19.1 General

1.19.1.1 The policy stated herewith shall be used to manage data recording for aircraft engaged in commercial navigation.

1.19.1.2 GAM CAMO does not manage aircraft engaged in commercial navigation. Aircraft managed under GAM CAMO that are fitted with FDR system are B300, AW139 and AW189 fleet.

1.19.2 Data Recording Inspections

1.19.2.1 For aircraft engaged in commercial navigation, recording inspections shall be carried out as follows:

- a) an analysis of the recorded data from the flight recorders shall ensure that the recorder operates correctly for the nominal duration of the recording;
- b) the analysis of the FDR or ADRS recording shall evaluate the quality of the recorded data to determine if the bit error rate (including those errors introduced by recorder, the acquisition unit, the source of the data on the helicopter and by the tools used to extract the data from the recorder) is within acceptable limits and to determine the nature and distribution of the errors;
- c) the FDR or ADRS recording from a complete flight shall be examined in engineering units to evaluate the validity of all recorded parameters. Particular attention shall be given to parameters from sensors dedicated to the FDR or ADRS. Parameters taken from the aircraft's electrical bus system need not be checked if their serviceability can be detected by other aircraft systems;
- d) the readout facility shall have the necessary software to accurately convert the recorded values to engineering units and to determine the status of discrete signals;
- e) an examination of the recorded signal on the CVR or CARS shall be carried out by replay of the CVR or CARS recording. While installed

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in the aircraft, the CVR or CARS shall record test signals from each aircraft source and from relevant external sources to ensure that all required signals meet intelligibility standards;

- f) where practicable, during the examination, a sample of in-flight recordings of the CVR or CARS shall be examined for evidence that the intelligibility of the signal is acceptable; and
- g) an examination of the recorded images on the AIR or AIRS shall be carried out by replay of the AIR or AIRS recording. While installed in the aircraft, the AIR or AIRS shall record test images from each aircraft source and from relevant external sources to ensure that all required images meet recording quality standards.

1.19.2.2 A flight recorder system shall be considered unserviceable if there is a significant period of poor quality data, unintelligible signals, or if one or more of the mandatory parameters is not recorded correctly.


1.19.2.3 A report of the recording inspection shall be made available on request to CAAM for monitoring purposes.

1.19.2.4 Refer to the respective AMP for aircraft type as stated in paragraph 1.19.1.2 above for the data recording inspections interval.

1.19.3 Calibration of the FDR System

1.19.3.1 The FDR system shall be calibrated as per following:

- a) For those parameters which have sensors dedicated only to the FDR and are not checked by other means, recalibration shall be carried out at least every five years or in accordance with the recommendations of the sensor manufacturer to determine any discrepancies in the engineering conversion routines for the mandatory parameters and to ensure that parameters are being recorded within the calibration tolerances; and
- b) when the parameters of altitude and airspeed are provided by sensors that are dedicated to the FDR system, there shall be a recalibration performed as recommended by the sensor manufacturer, or at least every two years

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1.19.3.2 Refer to the respective AMP for aircraft type as stated in paragraph 1.19.1.2 above for the calibration interval.

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PART 2 QUALITY SYSTEM

2.1 Continuing Airworthiness Quality Policy, Plan and Audit Procedure

2.1.1 General

2.1.1.1 This Part 2 of CAME defines the continuing airworthiness quality policy, planning and procedures to meet the requirements of CAAM Part M Subpart G.

2.1.1.2 The Quality System and associated Quality Assurance Programme enables monitoring of compliance with Part M, the CAME and any other standards specified by CAAM to ensure safe operations and airworthy aircraft.

2.1.2 Quality System Policy

2.1.2.1 The primary objectives of the quality system are to enable GAM CAMO to ensure airworthy aircraft and to remain in compliance with the Part M requirements.

2.1.2.2 The AM has the overall responsibility that the managing of continuing airworthiness will be ensured on the aircraft listed in CAME Chapter 5.4. The CAMM and the QAM have at all times direct access to the AM. GAM CAMO personnel are encouraged to participate actively in the quality system by reporting all discrepancies and suggestions for improvements to the QM or AM. The AM has also the overall responsibility for the quality system including the frequency, format and structure of the internal management evaluation activities as prescribed below.

2.1.2.3 An essential element of the quality system is the independent monitoring function to ensure GAM CAMO compliance with the applicable requirements, policies, and procedures. The quality system shall monitor activities carried out and shall at least include the following functions:

- a) Monitoring that all activities carried out under CAD 6802 are being performed in accordance with the approved procedures;

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- b) Monitoring that all contracted maintenance is carried out in accordance with the contract;
- c) Monitoring the continued compliance with the requirements of CAD 6802; and
- d) Monitoring that all subcontracted continuing airworthiness management tasks is carried out in accordance with the contractual obligations.

2.1.2.4 The independent quality audit reports referenced in paragraph 2.1.2.3 above shall be sent to the relevant department for rectification action giving target rectification dates where non-compliances are identified. Compliance monitoring shall include a feedback system to the AM to ensure corrective action as necessary.

2.1.2.5 The independence of the audit is established by always ensuring that audits and inspections are carried out by personnel who are not responsible for the functions, procedures or products that are audited or inspected.

2.1.3 Audit Plan and Audit Procedure, Audit Plan (Programme)

2.1.3.1 The Quality Programme is developed by the QAM in liaison with CAMM. The QAM implements an audit which during a twelve-month period addresses the whole continuing airworthiness management activity and all of the aspects of Part M which have a bearing on the continuing airworthiness arrangements of GAM CAMO including:

- a) The independence of quality system established
- b) Subcontracted activities (if applicable)
- c) Product sampling
- d) Each location approved.

2.1.3.2 Additional audits are to be carried out:

- a) additional aircraft rating for GAM CAMO scope of approval;and

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b) before subcontracting of airworthiness management activities take place.

2.1.3.3 GAM CAMO shall establish an audit plan acceptable to CAAM to show when and how often the activities as required by CAD 6802 will be audited. The audit plan shall be established annually combining GAM CAMO and GAM AMO compliance monitoring by using form GAM/Q-007. The audit plan is properly implemented, maintained, and continually reviewed and improved. Refer QPM 2.1 for further details.

2.1.3.4 A report should be raised each time an audit is carried out describing:

- a) what was checked (area, product, etc.);
- b) What paragraphs were audited;
- c) What amendment in regulation was used;
- d) What procedures were audited;
- e) The resulting non-compliance findings against applicable requirements, procedures; and products;
- f) The target date for proposal for a corrective action plan;
- g) Target closure date for corrective action
- h) Responsible manager for Corrective Action Plan and Correction Action.

2.1.3.5 Rectification dates should be discussed with such department before the quality department or nominated quality auditor confirms such dates in the report. The relevant department is required to rectify findings and inform the QAM or the quality auditor of such rectification.

2.1.3.6 Refer QPM 2.1 Internal Audit Process for further details.

2.1.4 Compliance Audit Remedial Action Procedure

2.1.4.1 The QAM monitors the remedial actions and their compliance.

2.1.4.2 Any findings are classified into the following categories:

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a) Level 1 finding

any significant non-compliance with requirements laid down in CAD 6802 which lowers the safety standard and hazards seriously the flight safety. Notification to CAAM is required on the findings. The certificate of approval shall cease to be in force immediately until acceptable corrective action has been taken by GAM CAMO

b) Level 2 finding

any non-compliance with requirements laid down in CAD 6802 which could lower the safety standard and possibly hazard the flight safety or is a non-compliance to the CAME procedures.

2.1.4.3 The above-mentioned levels of findings require rectifications by the responsible management personnel within the following time frame:

a) Level 1 finding immediately


b) Level 2 finding within 14 days after receipt of notification of findings

2.1.4.4 When objections or defects are determined during an audit, the QAM and CAMM are to decide upon corrective actions and/or procedure improvements. The decided corrective actions and/or procedure improvements are then to be conveyed to the AM.

2.1.4.5 The CAMM shall make necessary corrections initially and further analyse/investigate the root causes and take necessary corrective and preventive actions as per the agreed timeline. In this regard, the preventive action should address the root cause of the respective finding and rechecked against other product lines to ensure there is no recurrence.

2.1.4.6 If either the corrective or preventive action taken is not considered to be satisfactory, the issue will be highlighted to the CAMM for further necessary action so the CAMM will re-analyse the non-conformances and address necessary root cause analysis, preventive measures and corrective actions.

2.1.4.7 If no corrective or insufficient action has been taken, the QAM shall inform the AM accordingly.

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2.1.4.8 For receipt of notification of findings of an audit of CAAM, according to CAD 6802 paragraph 15.1, GAM CAMO shall:

- a) accomplish immediate corrective action for level 1 findings to the satisfaction of the CAAM, else the certificate of approval shall cease to be in force immediately.
- b) accomplish the corrective action to the satisfaction of the CAAM within 14 days after receipt of notification of level 2 findings, unless otherwise agreed by CAAM. If fails, GAM CAMO approval shall cease to be in force until acceptable corrective action has been taken by GAM CAMO.
- c) define a preventive action and demonstrate the preventive action to the satisfaction of CAAM within 90 days unless otherwise agreed by CAAM.

2.1.4.9 Refer QPM 2.1 Internal Audit Process for further details.

2.1.5 Record Keeping

2.1.5.1 The record of these activities shall be stored for at least three (3) years. Refer CAME Chapter 2.7 for further details.

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2.2 Monitoring of Continuing Airworthiness Management Activities

2.2.1 The Audit Plan includes an assessment of the Continuing Airworthiness Management activities against the procedures defined in the CAME and in particular the ability of the CAMM's ability to discharge their responsibilities effectively with respect to Part M.

2.2.2 All procedures of continuing airworthiness shall be audited annually and recorded in the Audit Report form (GAM/Q-009) and Audit Check List form (GAM/Q-008A) Audit procedures and remedial action procedures are the same as Chapter 2.1.3 and 2.1.4 of this CAME.

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2.3 Monitoring Compliance on the Effectiveness of the Maintenance Programme


2.3.1 The Audit Plan as carried out by the Quality Assurance Manager includes a review of the effectiveness of the Aircraft Maintenance Programme. This review will critically analyse the findings and actions taken as a result of Chapter 1.5 of this CAME.

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2.4 Monitoring that All Maintenance is Carried Out by an Appropriate Maintenance Organisation

2.4.1 The Annual Audit Plan includes verification that the contracted maintenance organisation's approval is relevant to the maintenance being performed on the aircraft managed by GAM CAMO.

2.4.2 Any feedback information from any contracted organisation on any actual or contemplated amendments to the maintenance contracts for aircraft, engines or components to ensure that the maintenance system remains valid and to anticipate any necessary change in the maintenance agreements should be reviewed and the contracts amended accordingly.

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2.5 Monitoring that all Contracted Maintenance is Carried Out in Accordance with the Contract, including Sub-contractors used by the Maintenance Contractor

2.5.1 The Audit Programme shall include a review of all maintenance provided to GAM CAMO by the contracted AMO, including sub-contractors. This review will assess all of the contracted maintenance is carried out in accordance with the Maintenance Contract.

2.5.2 It shall also ensure that the system allows all the personnel involved in the contract (including the contractors and their subcontractors) to familiarise themselves with its terms and that, for any contract amendment, the relevant information is distributed in the organisation and to the contractor.

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2.6 Quality Audit Personnel

2.6.1 The quality management is exclusively subordinate to the AM. The QAM works independently and must not be directly involved in the activity he/she has been asked to audit. The QAM is responsible for ensuring that the Quality Programme is properly established, implemented and maintained.

2.6.2 The QAM must have:

- a) direct access to the AM; and
- b) have access to all parts of GAM CAMO.

2.6.3 The QAM has the full authority and support from GAM CAMO to perform her/his duty within the system.

2.6.4 The QAM may delegate audits to additional auditors and/or an audit team if he/she deems it necessary. He also establishes the audit and inspection schedule to be completed during a specific calendar period according to the present situation.

2.6.5 The nominated auditor shall be trained in a manner to fulfil the required knowledge as required to perform quality system tasks. The minimum training required to be attended by the nominated auditor shall be as per QPM 2.8 Quality Audit Personnel.

2.6.6 The nominated auditor shall be assessed to ensure adequate knowledge and competence of the quality audit personnel to perform the allocated tasks effectively including monitor compliance with CAMO and Part-M identifying non-compliance in an effective and timely manner so that the organisation may remain in compliance with Part- M.

2.6.7 The independence of quality audit personnel shall be established when GAM CAMO uses skilled personnel working within another department than that of Quality.

2.6.8 The record of these activities shall be stored for at least three (3) years. Refer CAME Chapter 2.7 for further details.

2.6.9 Refer QPM 2.8 Quality Audit Personnel for further details.

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2.7 Records Keeping

- 2.7.1 All records of activities carried out in Part 2 of this CAME shall be retained for at least three (3) years.
- 2.7.2 The record-keeping system must ensure that all records are accessible within a reasonable time whenever they are needed. These records should be organised in a manner that ensures their traceability and retrievability throughout the required retention period of all activities developed.
- 2.7.3 The records should be stored in a safe way with regard to damage, alteration, and theft. Computer backup discs, tapes etc., should be stored in a different location from that containing the current working discs, tapes, etc., and ensure they remain in good condition in a safe environment.
- 2.7.4 Refer QPM 2.13 Quality Assurance Record Keeping.

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2.8 Independent Audits of the Quality System

- 2.8.1 An essential element of the quality system is the independent audit.
- 2.8.2 The independent audit is an objective process of routine sample checks of all aspects of the CAMO ability to carry out continuing airworthiness management to the required standards. It includes some product sampling as this is the end result of the process.
- 2.8.3 The independent audit represents an objective overview of the complete continuing airworthiness management related activities. It is intended to complement the objectives of airworthiness review requirement and to be satisfied that all aircraft managed by the organisation remain airworthy.
- 2.8.4 The independent audit should ensure that all aspects of CAD 6802 compliance are checked annually, including all the sub-contracted activities, and may be carried out as a complete single exercise or subdivided over the annual period in accordance with a scheduled plan. The independent audit does not require each procedure to be checked against each product line when it can be shown that the particular procedure is common to more than one product line and the procedure has been checked every year without resultant findings. Where findings have been identified, the particular procedure should be rechecked against other product lines until the findings have been rectified after which the independent audit procedure may revert back to the annual interval for the particular procedure. Provided that there are no safety related findings, the audit time periods specified in CAD 6802 may be increased by up to 100% subject to agreement by CAAM.
- 2.8.5 Where GAM CAMO has more than one approved location, the quality system should integrated these into the system and include a plan to audit each location every year.
- 2.8.6 A report should be raised each time an audit is carried out describing what was checked and the resulting findings against applicable requirements, procedures and products.

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- 2.8.7 The independence of the audit should be established by always ensuring that audits are carried out by personnel not responsible for the function, procedure or products being checked.
- 2.8.8 QA shall establish a quality plan acceptable to CAAM to show when and how often the activities as required by CAD 6802 will be audited.

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PART 3 CONTRACTED MAINTENANCE

3.1 Maintenance contractor selection procedure

3.1.1 Part Three (3) of the CAME describes the contracted maintenance arrangements between GAM CAMO and an approved Part 145 Organization, on behalf of the Operators. It includes details of arrangements, together with the division of responsibility for these arrangements, between Operators and Part 145 Organization or other Maintenance Contractor together with copies of the Maintenance Contracts in force for Base and Line Support, as appropriate.

3.1.2 This activity should be carried out in agreement with the aircraft owner.

3.1.3 When GAM CAMO is not a maintenance organisation approved in accordance with CAD 8601, GAM CAMO shall in consultation with the owner (or in the case of lease, with the lessee), establish a written maintenance contract with a maintenance organisation approved in accordance with CAD 8601 including:

- a) Detailing the functions specified under CAD 6801;
- b) ensuring that all maintenance is ultimately carried out by a maintenance organisation approved in accordance with CAD 8601; and
- c) defining the support of the quality functions described in 2.1.2.3 of this CAME

3.1.4 Notwithstanding with paragraph 3.1.3 of this CAME, the contract should be in the form of individual work orders addressed to the maintenance organisation approved in accordance with CAD 8601 in the case of:

- a) an aircraft requiring unscheduled line maintenance; or
- b) component maintenance.

3.1.5 Before any contract is signed with a maintenance organisation, the CAMM will verify through quality audit defined in CAME Chapter 2.4 and 2.5 that:

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- a) The maintenance organisation is appropriately approved and has the necessary qualified manpower, facilities, tooling, technical documentation etc. This verification to take into account any engine, propeller, or component maintenance capability that may be required (though this may be available through sub-contract to other suitably AMO);
- b) It will be confirmed that the AMO has adequate capacity to undertake the proposed maintenance support; and
- c) The draft Maintenance Contract will be reviewed and agreed by both parties with a view to ensuring that each has the ability to discharge their responsibilities with respect to Part-M.

3.1.6 The following shall be considered when developing the maintenance contract:

- a) The process to implement the different elements described in Appendix 1 to CAD6801;
- b) Responsibilities, task and interaction with the maintenance organisation and with the owner/operator;
- c) The work order to ensure that the applicable elements of certification of maintenance are considered; and
- d) Describe when necessary, the use of work order for unscheduled line maintenance and component maintenance as per CAD 8601 and CAD 8602.

3.1.7 The contract shall be comprehensive and that it has no gaps or unclear area. Everyone involved in the contract (both CAMO and AMO) agrees with the terms of the contract and fully understands their responsibilities. The functional responsibilities of all parties are clearly identified in the contract.

3.1.8 CAGM 6802 Appendix 3 Contracted Maintenance may be adapted to a maintenance contract that applies to aircraft base maintenance, aircraft line maintenance, and engine maintenance. Aircraft maintenance also

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includes the maintenance of the engines and APU while they are installed on the aircraft.

3.1.9 Refer CAME Chapter 5.4 for the list of contracted AMO for GAM CAMO fleet.

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3.2 Product Audit of Aircraft

3.2.1 The purpose of a product audit of aircraft is to ensure that all required continuing airworthiness tasks are performed on the aircraft and shall form part of the Quality Programme stated in CAME Chapter 2.1.3.

3.2.2 In no way may a product audit of an aircraft be confused with a periodic airworthiness review carried out by ARS or CAAM. Product audit of aircraft are tools to have a feedback on the quality level of the organisation to the management staff. Findings of product audit of aircraft do not affect the Certificate of Airworthiness but are submitted to the CAMM for closure.

3.2.3 Product audit of aircraft are performed by the QAM or by quality audit personnel according to Chapter 2.6 of this CAME with the assistance of a person having an appropriate maintenance licence for the aircraft type.

3.2.4 The performance of product audit of aircraft will include:


- a) Inspections if all approved procedures are complied with.
- b) Inspection if all maintenance was carried out in accordance with the approved AMP and maintenance contract.
- c) Inspection if all maintenance was performed according to standard practices.
- d) Inspection if the requirements of Part-M are complied with.

3.2.5 All findings of the audit are recorded and forwarded to CAMM for further management. The finding shall be closed within the time frame as stated in CAME Chapter 2.1.4.

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3.3 Quality Audit of Sub-contracted CAMO Tasks

- 3.3.1 GAM CAMO holds the privileges according to CAAM Part-M Subpart G (CAD 6802) to manage the continuing airworthiness of aircraft as listed on the approval certificate. GAM CAMO does not subcontract any of the continuing airworthiness management tasks to other organisation for the time being in force.

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PART 4 AIRWORTHINESS REVIEW PROCEDURES

4.1 Airworthiness Review Staff

4.1.1 Airworthiness Review Staff (ARS) is responsible to carry out airworthiness reviews and if applicable, to issue permit to fly, subject to the approval by CAAM. He / She will issue airworthiness review reports and recommendations to the CAAM as appropriate.

4.1.2 The ARS shall be independent from the airworthiness management process or with overall authority on the airworthiness management process of complete aircraft.

4.1.3 Independence from the airworthiness management process may be achieved, among other ways, by:

- a) 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.
- b) GAM CAMO organisations may nominate maintenance personnel from GAM AMO 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.
- c) Nominating as airworthiness review staff personnel from the quality department of the CAMO with the agreement from the CAAM.

4.1.4 To be approved to carry out airworthiness reviews, GAM CAMO shall have appropriately qualified airworthiness review staff to issue Airworthiness Review Report.

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4.1.5 For the purpose of conducting airworthiness review for Group A aircraft as defined in CAD 6802, the airworthiness review staff shall have acquired:

- a) at least five years' experience in continuing airworthiness;
- b) an appropriate license issued in accordance with CAD 1801 or relevant engineering degree acceptable to CAAM;
- c) formal aeronautical maintenance training, and
- d) a position within the approved organisation with appropriate responsibilities.

4.1.6 The requirements laid down in paragraph 4.1.5 b) above should be replaced by 5 years of experience in continuing airworthiness as an addition to the requirement under paragraph 4.1.5 a) above.

4.1.7 For the purpose of conducting airworthiness review for other aircraft not specified under paragraph 4.1.5 above, the airworthiness review staff shall have acquired:

- a) at least three years' experience in continuing airworthiness;
- b) an appropriate licence issued in accordance with CAD 1801 or relevant engineering degree acceptable to the CAAM;
- c) appropriate aeronautical maintenance training; and
- d) a position within the approved organisation with appropriate responsibilities.

4.1.8 The requirements laid down in paragraph 4.1.7 b) above may be replaced by 4 years of experience in continuing airworthiness as an addition to the requirement under paragraph 4.1.7 a) above.

4.1.9 Airworthiness Review Staff nominated by GAM CAMO can only be issued an authorisation by QAM when formally approved as an authorised signatory by CAAM after satisfactory completion of assessment and airworthiness review under supervision. Application form CAAM/AW/0105-01 shall be used for the initial approval

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accompanied with prescribed fee. Refer to QPM 2.4 for Issuance of Personnel Authorisation.

- 4.1.10 The formal acceptance by CAAM of Airworthiness Review Staff is granted through the corresponding Approved Signatory Certificate.
- 4.1.11 If the airworthiness review is performed under the supervision of existing airworthiness review staff, evidence should be provided to CAAM together with CAAM Form CAAM/AW/0105-01. If satisfied, CAAM will issue the formal acceptance through Approved Signatory Certificate.
- 4.1.12 Once the airworthiness review staff has been accepted by CAAM, the inclusion of their name in CAME Chapter 5.2 constitutes the formal authorisation by the organisation.
- 4.1.13 The acceptance of the Airworthiness Review Staff is subjected to renewal annually. GAM CAMO shall ensure that the ARS authorisation is continuously monitored.
- 4.1.14 The renewal application shall be made by using CAAM/AW/0105-02, 7 days prior the expiry of authorisation validity. Any submission of renewal after 14 days from the date of expiry will cancel the Approved Signatory Certificate.
- 4.1.15 For continued validity of ARS as an authorised signatory, GAM CAMO shall ensure:
- a) an application for renewal shall be made by using form CAAM/AW/0105-02 accompanied with prescribed fee, and
 - b) summary of records for item in paragraph 4.1.16 below.
- 4.1.16 In order to keep the validity of the Airworthiness Review Staff authorisation, the Airworthiness Review Staff should have either:
- a) been involved in continuing airworthiness management activities for at least six months in every two-year period; or
 - b) conducted at least one airworthiness review in the last twelve-month period.

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- 4.1.17 In order to restore the validity of the authorisation, the ARS should conduct a satisfactory level of airworthiness review under the supervision of CAAM or, if accepted by CAAM, under the supervision of another currently valid authorised airworthiness review staff of GAM CAMO in accordance with an approved procedure in the CAME.
- 4.1.18 GAM CAMO shall maintain a record of all airworthiness review staff. The minimum content of the airworthiness review staff record should be:
- a) Name,
 - b) Date of Birth,
 - c) Basic Education,
 - d) Experience,
 - e) Aeronautical Degree and/or licence in accordance with CAD 1801,
 - f) Initial Training received,
 - g) Type of Training received,
 - h) Continuation Training received,
 - i) Experience in continuing airworthiness and within the organisation,
 - j) Responsibilities of current role in the organisation,
 - k) Copy of the authorisation and a copy of authorised signatory issued by CAAM
- 4.1.19 This record shall be retained until three (3) years after the airworthiness review staff have left GAM CAMO.

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4.2 Review of Aircraft Records

4.2.1 For the purpose of fulfilling the requirements for the airworthiness review of an aircraft referred to CAD 6801, GAM CAMO shall carry out a full documentation review of the aircraft records in order to be satisfied that:

- a) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded;
- b) the flight manual is applicable to the aircraft configuration and reflects the latest revision status;
- c) all the maintenance due on the aircraft according to the approved maintenance programme has been carried;
- d) all known defects have been corrected or, when applicable, carried forward in a controlled manner;
- e) all applicable airworthiness directives have been applied and properly registered;
- f) all modifications and repairs applied to the aircraft have been registered and are approved in accordance with CAAM specified requirements;
- g) all service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit;
- h) all maintenance has been released in accordance with CAD 6802;
- i) the current mass and balance statement reflects the configuration of the aircraft and is valid;
- j) the aircraft complies with the latest revision of its type design;
- k) if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft;

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- l) holds a valid certificate of registration issued under the MCAR or in the case of lease, the applicant is stipulated on the registration document or detailed in the leasing contract;
- m) comply with the identification plate and markings requirements as specified in CAD 7;
- n) comply with all applicable requirements issued by CAAM including CADs and Circulars;
- o) submission latest aircraft damage chart or dent and buckle chart;
- p) the assigned Mode S code, as applicable, has been installed;
- q) radio and radio navigations equipment installed are an approved type and a valid radio station license has been issued by the Malaysian Communications and Multimedia Commission for that aircraft;and
- r) evidence of latest field loadable software being installed;

4.2.2 A full documentation review is a check of at least the following categories of documents:

- a) registration papers
- b) aircraft continuing airworthiness record system
- c) aircraft journey log system
- d) list of deferred defects, minimum equipment list and configuration deviation list if applicable
- e) aircraft flight manual including aircraft configuration
- f) aircraft maintenance programme
- g) maintenance data
- h) relevant work packages
- i) AD status

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- j) modification and SB status
- k) modification and repair approval sheets
- l) list of service life-limited component
- m) relevant CAAM Form 1 or equivalent
- n) mass and balance report and equipment list
- o) aircraft, engine and propeller TC Data Sheets
- p) the technical aspect of operational requirements within the operational specifications are met

4.2.3 As a minimum, sample check within each document category should be carried out. A checklist in the Airworthiness Review Report Form shall be used to confirm that the above has been reviewed and found in compliance with Part M

4.2.4 The authorised ARS shall have unrestricted access to all aircraft records for the airworthiness review

4.2.5 Refer CAMP Chapter 5.6.1 for further details.

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4.3 Physical Survey

4.3.1 GAM CAMO ARS shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified to the aircraft type being surveyed shall be assisted by such qualified personnel.

4.3.2 The airworthiness review staff shall ensure that during physical survey of the aircraft:

- a) all required markings and placards are properly installed;
- b) the aircraft complies with its approved flight manual;
- c) the aircraft configuration complies with the approved documentation;
- d) all defect has been addressed according to CAD 6801; and
- e) no inconsistencies can be found between the aircraft and the documentation review of records specified in paragraph 4.2 of this CAME.

4.3.3 The physical survey could require actions categorised as maintenance (e.g. operational tests, tests of emergency equipment, visual inspections requiring panel opening etc.). In this case, after the airworthiness review a release to service should be issued in accordance with CAD 6801 (CAAM Part M).


4.3.4 When the airworthiness review staff are not appropriately qualified to CAD 1801 in order to release such maintenance, paragraph 4.3.1 above requires them to be assisted by such qualified personnel. However, the function of such approval holder (AML) is limited to perform and release the maintenance actions requested by the airworthiness review staff, it not being their function to perform the physical survey of the aircraft. As stated in paragraph 4.3.1 above, the airworthiness review staff shall carry out the physical survey of the aircraft, and this survey includes the verification that no inconsistencies found between the aircraft and the review of documented records.

4.3.5 This means that the airworthiness review staff who are going to sign the airworthiness review report or the recommendation should be the one

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performing both the documented review and the physical survey of the aircraft, it not being the intent of the rule to delegate the survey to approval holder (AML) personnel who are not airworthiness review staff. Furthermore, the provision of paragraph 9.1.4 of CAD 6802 allowing a 90 days anticipation for the physical survey provides enough flexibility to ensure that the airworthiness review staff are present.

- 4.3.6 The physical survey may include verifications to be carried out during flight.
- 4.3.7 To ensure compliance the physical survey may include relevant sample checks of items. A checklist in the Physical Survey Report Form shall be used to confirm that the above has been reviewed and found in compliance with Part M.
- 4.3.8 The ARS shall produce a Physical Survey Report that confirms the physical survey has been carried out and found satisfactory.
- 4.3.9 Refer CAMP Chapter 5.6.2 for further details.

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4.4 Additional Procedures for Recommendations to CAAM for the Import of Aircraft/Used Aircraft

4.4.1 General

4.4.1.1 In general when an aircraft is to be imported into Malaysia register, GAM CAMO shall ensure that the application is established with the involved authorities. CAAM Import Requirement must be informed to the manufacturer or former owner of the aircraft.

4.4.1.2 There are 3 categories for importing an aircraft onto the Malaysian Register:

- a) New foreign constructed aircraft type for which CAAM Type Validation Letter had been issued
- b) New foreign constructed aircraft type for which CAAM Type Validation Letter had not been issued
- c) Used aircraft.

4.4.1.3 Recommendation can only be made when all findings are closed, and the aircraft is considered airworthy by complying with the relevant requirements.


4.4.2 New Foreign Constructed Aircraft Type For Which CAAM Type Validation Letter Had Been Issued

4.4.2.1 In addition to the review procedure stated in Chapter 4.2 and 4.3 of this CAME, the following items shall also be subject to review:

- a) holds a valid certificate of registration issued under the MCAR or in the case of lease, the applicant is stipulated on the registration document or detailed in the leasing contract;
- b) comply with the identification plate and markings requirements as specified in CAD 7;
- c) the flight manual for that aircraft is compatible with the aircraft configuration;

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- d) comply with all applicable airworthiness directives issued by CAAM and certifying authority of the State of Design of the aircraft, engine and propeller.
- e) comply with all applicable requirements issued by CAAM including CADs and Circulars;
- f) evidence on the appointment of organisation managing the: -
 - 1) continuing airworthiness; and
 - 2) maintenance of its aircraft and component;
- g) a maintenance programme for that aircraft has been approved by CAAM and all maintenance that may be required to align with the approved maintenance programme are performed;
- h) submission weight and balance report together with equipment list and weight schedule for that aircraft has been approved by CAAM or any organisation approved by CAAM under regulation 31 of MCAR 2016;
- i) submission latest aircraft damage chart or dent and buckle chart;
- j) the assigned Mode S code, as applicable, has been installed;
- k) radio and radio navigations equipment installed are an approved type and a valid radio station license has been issued by the Malaysian Communications and Multimedia Commission for that aircraft;
- l) evidence of latest field loadable software being installed.
- m) a production test flight report or any flight test attestation report which is issued by the manufacturer is satisfactory;
- n) a statement of attestation by the manufacturer for the Flight Data Recorder and Cockpit Voice Recorder is satisfactory; and
- o) a certificate of airworthiness for export has been submitted to CAAM not more than sixty days from the date of its issue, unless otherwise agreed.

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4.4.3 New Foreign Constructed Aircraft Type For Which CAAM Type Validation Letter Had Not Been Issued.

4.4.3.1 For foreign constructed aircraft type, for which the CAAM Certificate of Airworthiness has not previously been issued, the issuance of CAAM Type Acceptance/Validation is a pre-requisite for the issue of a CAAM Certificate of Airworthiness.

4.4.3.2 CAAM shall conduct technical assessment or design investigation taking into account the product design, construction, modification standard and original certifications basis, to establish that a level of airworthiness equivalent to that provided by CAAM airworthiness standards has been met. Compliance with design related operational requirements will also be investigated.

4.4.3.3 In addition to the review procedure stated in Chapter 4.2 and 4.3 of this CAME, the following items shall also be subject to review:

- a) holds a valid certificate of registration issued under the MCAR or in the case of lease, the applicant is stipulated on the registration document or detailed in the leasing contract;
- b) comply with the identification plate and markings requirements as specified in CAD 7;
- c) the flight manual for that aircraft is compatible with the aircraft configuration;
- d) comply with all applicable airworthiness directives issued by CAAM and certifying authority of the State of Design of the aircraft, engine and propeller.
- e) comply with all applicable requirements issued by CAAM including CADs and Circulars;
- f) evidence on the appointment of organisation managing the: -
 - 1) continuing airworthiness; and
 - 2) maintenance of its aircraft and component;

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- g) a maintenance programme for that aircraft has been approved by CAAM and all maintenance that may be required to align with the approved maintenance programme are performed;
- h) submission weight and balance report together with equipment list and weight schedule for that aircraft has been approved by CAAM or any organisation approved by CAAM under regulation 31 of MCAR 2016;
- i) submission latest aircraft damage chart or dent and buckle chart;
- j) the assigned Mode S code, as applicable, has been installed;
- k) radio and radio navigations equipment installed are an approved type and a valid radio station license has been issued by the Malaysian Communications and Multimedia Commission for that aircraft;
- l) evidence of latest field loadable software being installed.
- m) a production test flight report or any flight test attestation report which is issued by the manufacturer is satisfactory;
- n) a statement of attestation by the manufacturer for the Flight Data Recorder and Cockpit Voice Recorder is satisfactory; and
- o) a certificate of airworthiness for export has been submitted to CAAM not more than sixty days from the date of its issue, unless otherwise agreed.

4.4.4 Used Aircraft

4.4.4.1 For import of used aircraft, GAM CAMO is required to provide a comprehensive report declaring the technical status of the aircraft (including all modifications, alterations, design changes and repairs) and to certify that the airworthiness and design standard of a particular aircraft conforms to a standard approved by CAAM, for the issuance of a Certificate of Airworthiness, for that aircraft type, or, differs in a defined manner from that approved standard.

4.4.4.2 The report regarding the condition of an aircraft shall reflect the information detailed in the CAD 8301 and include a declaration that,


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apart from any exceptions stated, compliance with the approved standard has been established.

4.4.4.3 The records of technical investigations performed shall be such as to provide proper correlation with the aircraft technical records and an adequate record of the basis and substantiation of the report and Certificates of Design Conformity issued. An example of the format of such report shall be referred to CAD 8301 Appendix 1.

4.4.4.4 In addition to the review procedure stated in Chapter 4.2 and 4.3 of this CAME, the following items shall also be subject to review:

- a) holds a valid certificate of registration issued under the MCAR or in the case of lease, the applicant is stipulated on the registration document or detailed in the leasing contract;
- b) comply with the identification plate and markings requirements as specified in CAD 7;
- c) the flight manual for that aircraft is compatible with the aircraft configuration;
- d) comply with all applicable airworthiness directives issued by CAAM and certifying authority of the State of Design of the aircraft, engine and propeller.
- e) comply with all applicable requirements issued by CAAM including CADs and Circulars;
- f) evidence on the appointment of organisation managing the: -
 - 1) continuing airworthiness; and
 - 2) maintenance of its aircraft and component;
- g) a maintenance programme for that aircraft has been approved by CAAM and all maintenance that may be required to align with the approved maintenance programme are performed;
- h) submission weight and balance report together with equipment list and weight schedule for that aircraft has been approved by CAAM or

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any organisation approved by CAAM under regulation 31 of MCAR 2016;

- i) submission latest aircraft damage chart or dent and buckle chart;
- j) the assigned Mode S code, as applicable, has been installed;
- k) radio and radio navigations equipment installed are an approved type and a valid radio station license has been issued by the Malaysian Communications and Multimedia Commission for that aircraft;
- l) evidence of latest field loadable software being installed.
- m) a flight test report is satisfactory;
- n) the Flight Data Recorder and Cockpit Voice Recorder data readout is satisfactory;
- o) a used aircraft report is acceptable to;and
- p) a certificate of airworthiness for export has been submitted to CAAM not more than sixty days from the date of its issue, unless otherwise agreed.

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4.5 Airworthiness Review Report

- 4.5.1 Airworthiness Review Report (Form No. GAM/C-002 latest revision) is required for the recommendation to CAAM for the issuance or renewal of Certificate of Airworthiness (C of A) of aircraft.
- 4.5.2 A copy of an airworthiness review report issued for an aircraft shall be sent to CAAM together with the application for the issuance or renewal of the certificate of airworthiness in accordance with CAD 8301.
- 4.5.3 Copy of airworthiness review staff certificate shall be attached together with airworthiness review report for prove of validity ARS.
- 4.5.4 Copy of latest aircraft damage chart or dent and buckle chart shall be submitted together with the airworthiness review report as per CAD 8301.
- 4.5.5 Copy of latest weight and balance report together with equipment list and weight schedule for that aircraft has been approved by CAAM or any organisation approved by CAAM under Regulation 31 of MCAR as per CAD 8301.
- 4.5.6 The recommendation sent to CAAM shall contain at least the items mentioned below:
- a) Organisation details
 - b) Aircraft, engines, and APUs details,
 - c) Maintenance record
 - d) State of design directives or alert information status
 - e) Modification records
 - f) Aircraft physical inspection
 - g) Records of discrepancies / findings
 - h) Closure of findings
 - i) Recommendation statement

Reference	GAM/CAAM/CAME
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4.5.7 Recommendation can only be made when all findings are closed, and the aircraft is considered airworthy by complying with the relevant requirements.

4.5.8 Refer CAMP Chapter 5.8 and 5.9 for further details.

Reference	GAM/CAAM/CAME
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Revision No.	0

4.6 Control of ARR

- 4.6.1 The airworthiness review should be performed up to a maximum of 90 days prior to the expiry of the certificate of airworthiness, without loss of continuity of the airworthiness review pattern, to allow the physical survey of the aircraft to take place during a maintenance check. Otherwise, the new expiry date of the certificate of airworthiness will be a year from the date of the submission of a satisfactory airworthiness review report.
- 4.6.2 An airworthiness review report shall only be issued, by airworthiness review staff approved under Regulation 33 of MCAR and appropriately authorised in accordance with paragraph 5.1.10 of CAD 6802, if such airworthiness review staff is satisfied that the airworthiness review has been properly carried out and there is no non-compliance which is known to endanger flight safety.
- 4.6.3 The issuance of the airworthiness review report (ARR) by the airworthiness review staff only certifies that the aircraft is considered airworthy in relation to the scope of the airworthiness review performed and the fact that the airworthiness review staff are not aware of instances of non-compliance which endanger flight safety. Furthermore, it only certifies that the aircraft is considered airworthy at the time of the review.
- 4.6.4 Airworthiness review tasks shall not be sub-contracted.
- 4.6.5 In the event the outcome of the airworthiness review is inconclusive, CAAM shall be informed by the CAMO as soon as practicable within 72 hours from the moment the CAMO identifies the condition to which the review relates. The airworthiness review report shall not be issued until all findings have been closed.

Reference	GAM/CAAM/CAME
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4.7 Airworthiness Review Records, Responsibilities, Retention and Access

- 4.7.1 GAM CAMO shall retain a copy of each airworthiness review report together with all supporting document listed in Part 4 of this CAME until two (2) years after the aircraft has been permanently withdrawn from service.
- 4.7.2 The records should be stored in a safe way with regard to damage, alteration, and theft. Computer backup discs, tapes etc., should be stored in a different location from that containing the current working discs, tapes, etc., and ensure they remain in good condition in a safe environment. Retention takes place according to Chapter 1.3 of this CAME.
- 4.7.3 Where continuing airworthiness management of an aircraft is transferred to another CAMO, all retained records shall be transferred to the said CAMO. The time periods prescribed for the retention of records shall continue to apply to the said organisation.
- 4.7.4 Where GAM CAMO ceases to hold the certificate of approval under Regulation 31 of MCAR, all retained records shall be transferred to the owner (or in the case of lease, to the lessee) of the aircraft.
- 4.7.5 Refer CAMP Chapter 5.12 for further details.

Reference	GAM/CAAM/CAME
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4.8 Procedures to Manage ARR Outsourced to Contracted CAMO

4.8.1 In absence of ARS signatory, GAM CAMO may contract another CAMO with appropriate capability to issue the ARR for the aircraft.

4.8.2 GAM CAMO shall ensure an audit is performed on the intended contracted CAMO in accordance with GAM CAME Part 2 (Quality System) prior to outsource the ARR issuance. The purpose of the audit is to ensure that the contracted CAMO have ARS with appropriate capability to issue the ARR where he / she has appropriate knowledge, experience, qualification, and training.

4.8.3 Upon completion of a satisfactory audit, a written agreement shall be made between GAM CAMO and the contracted CAMO taking into account the requirements of CAD 6801 and 6802 and the obligations defined between the two organisations in relation to ARR issuance. The written agreement should at least contain the following scope but not limited to:

- a) Scope of Work – define the scope of work to be carried out i.e., ARR issuance for C of A issuance / renewal, aircraft type etc;
- b) Manpower – ARS signatory shall be provided by the contracted CAMO;
- c) GAM CAME Training – ARS of the contracted CAMO shall require to attend initial and continuous training on GAM CAME for the period as specified in the contract.
- d) Maintenance Data – GAM CAMO shall provide access to the current maintenance data to ARS of the contracted CAMO for the particular aircraft type;
- e) Aircraft Continuing Airworthiness Record – GAM CAMO shall provide unrestricted access to the ARS of the contracted CAMO for the intended aircraft;
- f) Facility – facility in which aircraft document review and physical survey to be performed;

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g) Audit – GAM CAMO shall perform yearly audit on the contracted CAMO to ensure competency of the ARS and compliance to CAD 6801 and 6802 accordingly.

- 4.8.4 CAMM shall notify the contracted CAMO to perform the airworthiness review one week prior the intended date or as agreed by the ARS of the contracted CAMO but within 90 days prior the date of C of A expiry for C of A renewal process.
- 4.8.5 CAMM shall provide unrestricted access on aircraft continuing airworthiness records and the facilities for the airworthiness review to be carried out. CAMM shall also coordinate with the contracted AMO for the physical survey inspection of aircraft for the ARS of the contracted CAMO.
- 4.8.6 The ARR shall be prepared by the contracted CAMO in accordance with the contracted CAMO policy and procedures as specified in their CAME. CAMM shall be responsible to ensure all the findings during the airworthiness review by ARS of the contracted CAMO is closed with necessary corrective action.
- 4.8.7 CAMM shall submit the airworthiness review report issued by the ARS of the contracted CAMO to CAAM together with the application for the issuance or renewal of the certificate of airworthiness in accordance with CAD 8301.
- 4.8.8 Should the outcome of the airworthiness review be inconclusive, the contracted CAMO shall inform CAAM and GAM CAMO as soon as practicable within 72 hours from the moment the ARS identifies the condition to which the review relates.
- 4.8.9 QAM shall maintain records of ARS of the contracted CAMO as required in CAME para. 4.1.18 and retain until three (3) years after the ARS has left the contracted CAMO or three (3) years after the last airworthiness review performed by the contracted CAMO if GAM CAMO subcontract the ARS function to another contracted CAMO.

Reference	GAM/CAAM/CAME
Issue No.	4
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PART 4B PERMIT TO FLY

4B.1 Conformity with Approved Flight Conditions

4B.1.1 Permit to fly is classified as follows:

a) Permit to fly with Flight Conditions – Applicable for aircraft with temporary loss of airworthiness in which Certificate of Airworthiness of the aircraft ceased to be in force due to the following:


- 1) maintenance is not performed in accordance with approved programmes;
- 2) operation beyond the applicable operating limits;
- 3) an Airworthiness Directive has not been complied with;
- 4) showing compliance with regulations or certification requirements;
- 5) certain equipment outside the approved Minimum Equipment List (MEL) is unserviceable; or
- 6) when the aircraft has sustained damage beyond the applicable limits.

b) Permit to fly with conditions – Applicable for any other aircraft due to the following:

- 1) a Certificate of Airworthiness has not been issued or is not appropriate; or
- 2) performing Maintenance Check Flight

4B.1.2 An application for the approval of the Flight Conditions shall be made to CAAM using application form CAAM/AW/8305-02.

4B.1.3 Notwithstanding paragraph 4B.1.2 above, the Flight Conditions which is not related to the safety of the design may be approved by a design organisation approved under Regulation 21 of the MCAR 2016 that has been granted such privilege.

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4B.1.4 The application for approval of Flight Conditions shall include:

- a) any condition or restriction necessary for safe operation of the aircraft, including:
 - 1) the conditions or restrictions on itineraries or airspace, or both, required for the flight(s);
 - 2) any conditions or restrictions on the flight crew in regard to the flight test qualifications and the nature of the flight test(s);
 - 3) any conditions or restrictions regarding carriage of persons other than flight crew;
 - 4) the operating limitations, specific procedures or technical conditions to be met;
 - 5) the specific flight test programme (if applicable); and
 - 6) the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;
- b) the substantiation that aircraft is capable of safe flight under the conditions or restrictions of paragraph 4.4(a) of CAD 8305;
- c) the configuration(s) of the aircraft at the time the application for the Flight Conditions is submitted; and
- d) the method used for the control of the aircraft configuration, in order to remain within the established conditions.

4B.1.5 Pursuant to Regulation 29(4) of the MCAR 2016, a permit to fly shall cease to be in force if any conditions of the permit are not complied with. The conditions of the permit are specified in the Flight Conditions, or any other documents as specified on the permit.

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4B.2 Issue of Permit To Fly Under CAMO Privilege

4B.2.1 GAM CAMO has been granted the privilege to issue permit to fly with conditions stated in paragraph [4B.1.1. b\) 2\)](#) of this CAME for aircraft managed under GAM CAMO listed in CAME Chapter 5.7 and maintenance activities stipulated in CAME Chapter 5.9.

4B.2.2 Under Paragraph 10.1.3 of CAD 6802, the nominated ARS after being approved by CAAM to issue PTF shall be authorised by QAM to issue PTF in accordance with this approved procedure.

4B.2.3 The privilege to issue PTF will remain as long as GAM CAMO Approval remains valid.

4B.2.4 In any case when PTF privilege is revoked or due to non-availability of ARS, the PTF request shall be submitted to CAAM in accordance with the procedures stipulated in CAD 8305.

4B.2.5 There are 3 types of PTF issuance covered under this procedure:

a) PTF with Flight Condition

1) PTF with Flight Conditions shall be issued by CAAM once the CAAM is satisfied that the GAM CAMO has fulfilled the following requirements:

- i) submission of an application form CAAM/AW/8305-01 and accompanied by the prescribed fee; and
- ii) the associated Flight Conditions has been approved.

2) Application for the approval of Flight Conditions shall be made in accordance with Airworthiness CAD 8305 Paragraph 4.0, application form CAAM/AW/8305-02.

b) PTF with condition for C of A has not been issued

1) New aircraft

- i) Flight test is not required. A satisfactory production flight test is acceptable.

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ii) PTF is not required unless it involves any maintenance activities that required maintenance check flight in accordance with TC Holder approved data, then the PTF shall be issued by CAAM.

2) Used aircraft

i) PTF is required when it involves any maintenance activities that required maintenance check flight in accordance with TC Holder approved data. The PTF shall be issued by CAAM.

ii) Upon satisfactory completion of maintenance check flight (if required), the airworthiness flight test shall be carried out in accordance with AFTS approved by CAAM. The PTF shall be issued by CAAM.

c) PTF with condition for Maintenance Flight Test:

1) PTF is required for any maintenance activities stipulated in CAME Chapter 5.9 and maintenance flight test required by the aircraft maintenance manual or any other maintenance data issued by the design approval holder.


2) The PTF shall be issued by GAM CAMO authorised ARS.

4B.2.6 ARS shall assign the PTF reference number to process the PTF application and identify if the requested PTF is for PTF with Flight Conditions or PTF with conditions.

4B.2.7 The nominated ARS shall raise a PTF form GAM/C-022 with the assigned PTF reference number and send to the appointed LAE.

4B.2.8 PTF form shall consists of:

- a) Section A: PTF Application
- b) Section B: PTF Certificate
- c) Section C: PTF Aircrew Briefing

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	Reference	GAM/CAAM/CAME
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4B.2.9 A new PTF request shall be submitted to ARS for the following conditions:

- a) Additional maintenance task requiring PTF (Initial maintenance task to be included in the new PTF application form)
- b) Issued PTF has expired

4B.2.10 There shall be only one PTF issued for an aircraft at any one time. In the event of a new PTF issued, it shall supersede the previous one. This will be annotated in the front page of the PTF form by ARS.

4B.2.11 For any variation or renewal of PTF issued by CAAM, an application for the variation or renewal of PTF shall be made to CAAM using form CAAM/AW/8305-01 and accompanied by the prescribed fee.

4B.2.12 For PTF issuance with:

- a) Flight Conditions, refer to Figure 7;
- b) Condition for C of A has not been issued, refer to Figure 8;
- c) Condition for maintenance check flight, refer to Figure 9.

4B.2.13 ARS shall submit a copy of the permit to fly issued to CAAM via email at the earliest opportunity but not later than 3 days from the date the permit to fly is issued, renewed, or varied. CAMM shall notify CAAM on permit to fly issued by GAM CAMO every first week of the month by submitting the latest PTF Masterlist via email.

4B.2.14 Refer CAMP Chapter 5.11- 5.14 for further details.

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4B.3 Permit to Fly Authorised Signatories

4B.3.1 ARS nominated by the GAM CAMO shall be authorized by QAM to issue PTF when the respective ARS has been approved by CAAM as an approved signatory for the PTF.

4B.3.2 CAMM and QAM shall be responsible to assess the qualification, competency of the person nominated for issuance of PTF and submit to CAAM for acceptance.

4B.3.3 The following qualification criteria, provide the basic requirements for nominating selected ARS(s) for PTF authorisation:

- a) At least 5 years' experience in continuing airworthiness;
- b) An appropriate license in compliance with CAAM Part 66 or relevant engineering degree acceptable to CAAM;
- c) Formal aeronautical maintenance training;
- d) A position within approved CAMO with appropriate responsibility; and
- e) Demonstrate to have good knowledge and understanding experience in PTF procedures and requirements acceptable to CAAM.

4B.3.4 The ARS(s) shall be evaluated in accordance with the followings:

- a) PTF competence in accordance with CAME and CAD 8305;
- b) Continuing airworthiness and technical competence in accordance with CAME, CAD 6801 and CAD 6802;
- c) Continuing airworthiness and technical experience in accordance with CAD 6802; and
- d) Conversant with AMO maintenance document.

4B.3.5 Once authorised by QAM, a formal record of evaluation will be kept in the ARS personal file and archived, during their assigned functions. The records of personal file shall include:

- a) Any appropriate qualification held;

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b) A copy of authorisation by QAM, and;

c) Approved signatory certificate by CAAM.


4B.3.6 The ARS personal file shall be retained for three (3) years after the ARS(s) have left GAM CAMO.

4B.3.7 List of ARS authorised to issue PTF are listed in CAME Chapter 5.2.

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4B.4 Interface with Other Authority for the Flight

4B.4.1 GAM CAMO shall communicate with other authority for flight clearance and compliance with their local requirements which are outside the scope of the conditions of CAME Chapter 4B.1.4 as applicable.

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	Reference	GAM/CAAM/CAME
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	Revision No.	1

4B.5 Permit to Fly Records, Responsibilities, Retention and Access

4B.5.1 GAM CAMO shall retain a copy of each permit to fly issued together with all supporting document listed in Part 4B of this CAME until two (2) years after the aircraft has been permanently withdrawn from service.


4B.5.2 All documentary evidence produced to establish and justify the Flight Conditions (if applicable), and for showing compliance with all conditions and restrictions associated with the permit to fly shall be held by the holder of the permit to fly at the disposal of CAAM and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the aircraft.

4B.5.3 The records should be stored in a safe way with regard to damage, alteration, and theft. Computer backup discs, tapes etc., should be stored in a different location from that containing the current working discs, tapes, etc., and ensure they remain in good condition in a safe environment. Retention takes place according to Chapter 1.3 of this CAME.

4B.5.4 Where continuing airworthiness management of an aircraft is transferred to another CAMO, all retained records shall be transferred to the said CAMO. The time periods prescribed for the retention of records shall continue to apply to the said organisation.

4B.5.5 Where GAM CAMO ceases to hold the certificate of approval under Regulation 31 of MCAR, all retained records shall be transferred to the owner (or in the case of lease, to the lessee) of the aircraft.

4B.5.6 Refer CAMP Chapter [5.16](#) for further details.

	Continuing Airworthiness Management Exposition (CAME)	
	Reference	GAM/CAAM/CAME
	Issue No.	4
	Revision No.	0

PART 5 APPENDICES

5.1 Sample Documents


5.1.1 Forms referred to in CAME procedures:

- a) Airworthiness Review Report [GAM/C-002 Rev 2 (03/24)]
- b) Physical Survey Report [GAM/C-003 Rev 1 (03/24)]
- c) Aircraft Journey Log AW139 [GAM/C-008/AW139 Rev 5 (03/24)]
- d) Aircraft Journey Log AW189 [GAM/C-008/AW189 Rev 3 (03/24)]
- e) Aircraft Journey Log General [GAM/C-008/GEN Rev 3 (03/24)]
- f) Aircraft Journey Log B300 [PGU/C-008/B300 Rev 2 (03/24)]
- g) Aircraft Journey Log A109E [GAM/C-008/A109E Rev 2 (03/24)]
- h) Aircraft Journey Log YTL Power Generation (YTL/AW139/001 REV 0)
- i) Aircraft Journey Log Royal Malaysia Police AW139 [PGU/C-008/AW139 Rev 2 (03/24)]
- j) Aircraft Journey Log Robinson Helicopters Company [GAM/C-008/RHC Rev 0 (03/24)]
- k) Aircraft Journey Log Unitara Resources (M) Sdn Bhd [GAM/C-008/URM Rev 1 (03/24)]
- l) Aircraft Journey Log Royal Malaysia Police (Cessna 208, Cessna 172S & PC-6) [PGU/C-008/ICP Rev 1 (03/24)]
- m) Permit to Fly Form [GAM/C-022 Rev 1 (03/24)]
- n) Airworthiness Review Finding [GAM/C-024 Rev 1 (03/24)]

5.1.2 Refer CAMP Chapter 6.1 for additional forms used within GAM CAMO.

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

5.1.3 Airworthiness Review Report [GAM/C-002 Rev 2 (03/24)]

	AIRWORTHINESS REVIEW REPORT GAM/ARR/REG/YY/XX
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1. GENERAL INFORMATION

1.1 CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION (CAMO)

a. ORGANISATION NAME	b. APPROVAL REFERENCE NUMBER	c. EXPIRY DATE

1.2 AIRWORTHINESS REVIEW REPORT FOR CERTIFICATE OF AIRWORTHINESS

a. Issuance	<input type="checkbox"/>	b. Renewal	<input type="checkbox"/>	c. Export	<input type="checkbox"/>	d. Others (please specify below remarks)	<input type="checkbox"/>
e. Remarks:							

1.3 AIRWORTHINESS REVIEW PERIOD

a. From (Last Review) Date, Aircraft Hours/Cycles	
b. To Date, Aircraft Hours/Cycles	

2. AIRCRAFT DETAILS

2.1 AIRCRAFT

a. Type Certificate Holder	
b. MCTOM (kg)	
c. Aircraft Type	
d. Aircraft Model	
e. Aircraft MSN	
f. Aircraft Registration	
g. Aircraft Year of Manufacture	
h. Current Flight Hours/Cycles	

2.2 ENGINE

Engine Position	ENG 1	ENG 2	ENG 3	ENG 4
a. Type Certificate Holder				
b. Engine Type and Model				
c. Engine PN				
d. Engine MSN				
e. Engine TSN				

Reference	GAM/CAAM/CAME
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2.2 ENGINE

Engine Position	ENG 1	ENG 2	ENG 3	ENG 4
f. Engine TSO				
g. Engine CSN				
h. Engine CSO				

2.3 PROPELLER

Propeller Position	PROP 1	PROP 2	PROP 3	PROP 4
a. Type Certificate Holder				
b. Propeller Type and Model				
c. Propeller PN				
d. Propeller MSN				
e. Propeller TSN				
f. Propeller TSO				
g. Propeller CSN				
h. Propeller CSO				

2.4 AUXILIARY POWER UNIT (APU)

a. APU Type and Model	
b. APU PN	
c. APU MSN	
d. APU TSN	
e. APU TSO	
f. APU CSN	
g. APU CSO	

2.5 MAIN ROTOR BLADE (MRB)

MRB Position	MRB 1	MRB 2	MRB 3	MRB 4	MRB 5
a. MRB PN					
b. MRB MSN					
c. MRB TSN					
d. MRB TSO					

Reference	GAM/CAAM/CAME
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2.5 MAIN ROTOR BLADE (MRB)

MRB Position	MRB 1	MRB 2	MRB 3	MRB 4	MRB 5
e. MRB CSN					
f. MRB CSO					

2.6 TAIL ROTOR BLADE (TRB)

TRB Position	TRB 1	TRB 2	TRB 3	TRB 4	TRB 5
a. TRB PN					
b. TRB MSN					
c. TRB TSN					
d. TRB TSO					
e. TRB CSN					
f. TRB CSO					
TRB Position	TRB 6	TRB 7	TRB 8	TRB 9	TRB 10
a. TRB PN					
b. TRB MSN					
c. TRB TSN					
d. TRB TSO					
e. TRB CSN					
f. TRB CSO					

3. AIRWORTHINESS REVIEW DETAILS

3.1 MAINTENANCE DATA

a. All maintenance data have been updated to the latest revision YES NO

	Document Reference	Issue and Revision Status
i. Airframe		
ii. Engine		
iii. Propeller		
iv. Others		

b. Remarks:

Reference	GAM/CAAM/CAME
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3.2 FLIGHT MANUAL / PILOTS OPERATING HANDBOOK

a. The flight manual is applicable to the aircraft configuration and reflects the latest revision status	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<ul style="list-style-type: none"> i. Check the conformity of the Flight Manual (FM), latest issue, with aircraft configuration, including modification status, (AD, SB, STC etc.). ii. Check: <ul style="list-style-type: none"> a. the FM approval, revision control, Supplement to FM; b. the impact of modification status on noise and weight & balance; c. additional required manuals (QRH/FCOM/OM-B etc.); d. FM limitations. 		
b. Document Reference No.		
c. Issue Number		
d. Revision / Amendment Status		
e. Date of Last Issue / Revision / Amendment		
f. Remarks:		

3.3 AIRCRAFT MAINTENANCE PROGRAMME

a. All the maintenance due on the aircraft according to the approved maintenance programme has been carried out	YES <input type="checkbox"/>	NO <input type="checkbox"/>
<ul style="list-style-type: none"> i. Check that the AMP properly reflects mandatory continuing airworthiness instructions (ALIs, CMRs (the latest source documents' revision. Sample check that tasks are implemented within approved compliance times and that no tasks have been omitted. ii. Check how recommended scheduled maintenance tasks (such as TBO intervals, recommended through Service Bulletins, Service Letters, etc., the latest source documents' revision) are considered when updating the AMP. iii. Check that the AMP properly reflects the maintenance tasks specified in repetitive ADs. iv. Check that the AMP properly reflects additional instructions for continuing airworthiness resulting from specific installed equipment or modifications embodied. v. Check that the AMP properly reflects additional instructions for continuing airworthiness resulting from repairs embodied. vi. If applicable, check that the AMP properly reflects additional maintenance tasks required by specific approvals (e.g. RVSM, ETOPS, MNPS, B-RNAV). vii. Check for any additional scheduled maintenance measures required due to the use of the aircraft and the operational environment. viii. If applicable, check for proper identification of pilot-owner maintenance tasks and identification of the pilot-owner(s) or the alternative procedure. ix. Check approval status of additional or alternative instructions. x. Check if a reliability programme is present and active when required. xi. Check if the AMP is approved by the CAAM directly, or by the CAMO via indirect approval procedure, or if it is a self-declared maintenance programme. xii. Check if the AMP used is valid for the aircraft, and is reviewed annually. xiii. Check if tasks are performed within the value(s) quoted in AMP and the source documents. xiv. Sample check that no task has been omitted without justifications accepted by the CAAM (at the time of decision). xv. Check the reporting of performed scheduled maintenance into the records system. xvi. Analyse the effectiveness of the AMP and reliability by reviewing the unscheduled tasks. xvii. Check that the Aircraft Maintenance Programme (AMP) reflects airworthiness limitations and associated instructions (standard or alternative) issued by the relevant design approval holders and is approved by the CAAM, if applicable. xviii. Check that the aircraft and the components thereof comply with the approved AMP. 		

Reference	GAM/CAAM/CAME
Issue No.	4
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	AIRWORTHINESS REVIEW REPORT GAM/ARR/REG/YY/XX
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3.3 AIRCRAFT MAINTENANCE PROGRAMME			
xix. Check the current status of life-limited parts. The current status of life-limited parts is to be maintained throughout the operating life of the part.			
b. Document Reference No.			
c. Issue Number		d. Date of Issue	
e. Revision Number		f. Revision Date	
g. Remarks:			

3.4 DEFECT			
a. All known defects have been corrected or, when applicable, carried forward in a controlled manner		YES <input type="checkbox"/>	NO <input type="checkbox"/>
i. Check that the deferred defects have been identified, recorded, and rectified/deferred in accordance with approved procedures and within approved time limits. ii. Check that operations outside published approved data have only been performed under a Permit to Fly. Sample on: a. TLB and hold item list, b. maintenance task cards, c. engine shop report, d. (major) component shop report, e. maintenance/repair/modification working party files after embodiment of modifications or repairs, f. occurrence reporting data, g. communications between the user of maintenance data and the maintenance data author in case of inaccurate, incomplete, ambiguous procedures and practices. iii. Check that the consequences of the deferral have been managed with Operation/Crew. iv. Check that defects are being deferred in accordance with approved data (current revision of the MEL, CDL, aircraft maintenance programme). v. Compare physical location of parts/serial numbers with recorded locations to identify undocumented parts swaps for troubleshooting.			
b. Remarks:			

3.5 AIRWORTHINESS DIRECTIVES			
a. All applicable airworthiness directives have been applied and properly registered		YES <input type="checkbox"/>	NO <input type="checkbox"/>
i. Check if all ADs applicable to the airframe, engine(s), propeller(s) and equipment have been incorporated in the AD-status, including their revisions. ii. Check records for correct AD applicability (including ADs incorrectly listed as non-applicable). iii. Check by sampling in the current AD status that applicable ADs have been or are planned to be (as appropriate) carried out within the requirements of these Airworthiness Directives, unless otherwise specified by the Authority. iv. Check that applicable ADs related to maintenance are included into the Aircraft Maintenance Programme. v. Check that task-cards correctly reflect AD requirements or refer to procedures and standard practises referenced in ADs. vi. Sample during a physical survey some ADs for which compliance can be physically checked.			
b. CAAM Airworthiness Directives			
Biweekly / Others	AD Number	Issue Number	Effective Date

Reference	GAM/CAAM/CAME
Issue No.	4
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3.5 AIRWORTHINESS DIRECTIVES

Remarks:

c. Aircraft State of Design Airworthiness Directives

Biweekly / Others	AD Number	Issue Number	Effective Date

Remarks:

d. Engine State of Design Airworthiness Directives

Biweekly / Others	AD Number	Issue Number	Effective Date

Remarks:

e. Propeller State of Design Airworthiness Directives

Biweekly / Others	AD Number	Issue Number	Effective Date

Remarks:

f. Equipment State of Design Airworthiness Directives

Biweekly / Others	AD Number	Issue Number	Effective Date

Remarks:

3.6 MODIFICATIONS AND REPAIRS

- a. All modifications and repairs applied to the aircraft have been registered and are approved in accordance with DOA / CAAM requirements YES NO
- i. Sample the repair status to confirm it appropriately traces repairs and un-repaired damage/deteriorations.
 - ii. Sample repair files (at least one file for each type of repaired items) to check that repaired and unrepaired damage/deterioration have been assessed against the latest published approved repair data.
 - iii. Check that repair instructions detailed in the repair file comply with published approved repair data.
 - iv. Check that major repairs resulting in new or amended airworthiness limitations and associated mandatory instructions (including ageing aircraft programme) have been included in the aircraft maintenance programme.
 - v. Check that new or amended maintenance instructions resulting from repairs have been considered for inclusion in the aircraft maintenance programme.
 - vi. Compare the repair status and the physical status of the repaired aircraft/engine(s)/propeller(s), and their repaired components (physical survey) in order to confirm the accuracy of the repair status. Sample embodied repairs to check their conformity against the repair files (physical survey).

b. Remarks:

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3.7 LIFE LIMITED COMPONENTS

<p>a. All service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
<p>i. Check that the mandatory maintenance tasks are identified as such and managed separately from recommendations.</p> <p>ii. Sample check installed components (PN and SN) against aircraft records:</p> <p style="margin-left: 20px;">a. Correct Part Number and Serial Number installed.</p> <p style="margin-left: 20px;">b. Correct authorised release document available.</p> <p>iii. Check the current status of time-controlled components, with due consideration to deferred items. They must identify:</p> <p style="margin-left: 20px;">a. The affected components (Part Number and Serial Number).</p> <p style="margin-left: 20px;">b. For components subject to a repetitive task: the task description and reference, the applicable threshold/interval, the last accomplishment data (date, the component's total accumulated life in Hours, Cycles, Landings, Calendar time, as necessary) and the next planned accomplishment data.</p> <p style="margin-left: 20px;">c. For components subject to an unscheduled task: the task description and reference, the accomplishment data (date, the component's total accumulated life in Hours, Cycles, Landings, Calendar time, as necessary). Pay attention to ETOPS and CDCCL components where applicable.</p> <p>iv. Check current status of life-limited parts. This status can be requested upon each transfer throughout the operating life of the part:</p> <p style="margin-left: 20px;">a. The life limitation, the component's total accumulated life, and the life remaining before the component's life limitation is reached (indicating Hours, Cycles, Landings, Calendar time, as necessary).</p> <p style="margin-left: 20px;">b. If relevant for the determination of the remaining life, a full installation history indicating the number of hours, cycles or calendar time relevant to each installation on these different types of aircraft/engine.</p> <p>v. Check if the aircraft maintenance programme and reliability programme results impact the component control.</p> <p>vi. Check that life-limited and time controlled components are correctly marked during a physical survey.</p>		
<p>b. Remarks:</p>		


3.8 AIRCRAFT MAINTENANCE

<p>a. All maintenance accomplished within this airworthiness review period has been released to service in accordance with CAAM requirements</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
<p>b. Remarks:</p>		

3.9 MASS AND BALANCE STATEMENT

<p>a. The current Mass and Balance Statement reflect the configuration of the aircraft and is valid</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
<p>i. Check that mass and balance report is valid, considering current configuration.</p> <p>ii. Make sure that modifications and repairs are taken into account in the report.</p> <p>iii. Check that equipment status is recorded on the mass and balance report.</p> <p>iv. Compare current mass and balance report with previous report for consistency.</p>		
<p>b. Document Reference No.</p>		
<p>c. Issue / Revision / Amendment Status</p>		<p>d. Date of Statement</p>
<p>e. Place where aircraft was weighed</p>		<p>f. Date aircraft was last weighed</p>

Reference	GAM/CAAM/CAME
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Revision No.	0

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3.9 MASS AND BALANCE STATEMENT

g. Remarks:

3.10 AIRCRAFT TYPE DESIGN

a. The aircraft in its current configuration, complies with the latest revision of its type design		YES <input type="checkbox"/>	NO <input type="checkbox"/>
<ul style="list-style-type: none"> i. Use the current type certificate data sheets (airframe, engine, propeller as applicable) and check that the aircraft conforms to its type design (correct engine installed, seat configuration, etc.). ii. Check that changes have been approved properly (approved data is used, and a direct relation to the approved data). iii. Check for unintentional deviations from the approved type design, sometimes referred to as concessions, divergences, or non-conformances, Technical Adaptations, Technical Variations, etc. iv. Check cabin configuration (LOPA). v. Check for embodiment of STC's, and, if any Airworthiness Limitations Section (ALS)/ FM/MEL/WBM and revisions are needed, they have been approved and complied with. <ul style="list-style-type: none"> a. Aircraft S/N applicable b. Applicable engines c. Applicable APU d. Max. certified weights e. Seating configuration f. Exits vi. Check that the individual aircraft design/configuration is properly established and used as a reference. 			
b. Aircraft TCDS reference number	<input type="text"/>	c. Date of approved / accepted TCDS	<input type="text"/>
d. Aircraft TCDS Issue / Revision Amendment Status	<input type="text"/>		
e. Engine TCDS reference number	<input type="text"/>	f. Date of approved / accepted TCDS	<input type="text"/>
g. Engine TCDS Issue / Revision Amendment Status	<input type="text"/>		
h. Propeller TCDS reference number	<input type="text"/>	i. Date of approved / accepted TCDS	<input type="text"/>
i. Propeller TCDS Issue / Revision Amendment Status	<input type="text"/>		
k. Remarks:			
<input type="text"/>			

3.11 NOISE CERTIFICATE

a. If required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft		YES <input type="checkbox"/>	NO <input type="checkbox"/>
b. Remarks:			
<input type="text"/>			

3.12 CONTINUING AIRWORTHINESS RECORD

a. Airframe, engine, and propeller flying hours and associated flight cycles have been properly recorded		YES <input type="checkbox"/>	NO <input type="checkbox"/>
<ul style="list-style-type: none"> i. Check the aircraft continuing airworthiness record system, as applicable, require that certain records are kept for defined periods. 			

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3.12 CONTINUING AIRWORTHINESS RECORD

- ii. Pay attention to the continuity, integrity and traceability of records:
 - a. integrity: Check the data recorded is legible,
 - b. continuity: Check that records are available for the applicable retention period,
 - c. traceability: Check the link between operator/CAMO and maintenance documentation, traceability to approved data, traceability to appropriate release documents, etc.
- iii. If applicable, make sure that the aircraft journey log system is used correctly, including:
 - a. current aircraft release to service (including the maintenance statement) issued and
 - b. pre-flight inspections signed-off by authorised persons;
- iv. Check that any maintenance required following abnormal operation/event (such as overspeed, overweight operation, hard landing, excessive turbulence, and operation outside of Flight Manual limitations) has been performed, as applicable.


b. Aircraft Journey Log	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
c. Airframe Logbook	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
d. Engine Logbook	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
e. Propeller Logbook (if applicable)	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
f. Work packages	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
g. Modification Record Book	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
h. Permit to Fly	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		

3.13 AIRCRAFT CERTIFICATE AND DOCUMENT CARRIED ON BOARD

- i. Check that all certificates and documents pertinent to the aircraft and necessary for operations (or copies, as appropriate) are on board.
- ii. Check C of A modification/Aircraft identification.
- iii. Check that noise certificate corresponds to aircraft configuration.
- iv. Check Permit to fly and Flight Condition when necessary.
- v. Check that there is an appropriate aircraft certificate of release to service.

a. Certificate of Registration	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
b. Certificate of Airworthiness / Export Certificate of Airworthiness	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		

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3.13 AIRCRAFT CERTIFICATE AND DOCUMENT CARRIED ON BOARD		
c. Radio License	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
d. Insurance Certificate	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
e. Noise Certificate (if applicable)	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
f. Base Maintenance Release Certificate	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
g. Dent and Buckle Chart	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		
h. Minimum Equipment List	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Remarks:		

4. PHYSICAL SURVEY OF AIRCRAFT		
a. Survey Report Reference No. (Copy of survey report to be attached to this airworthiness review report)		
b. Date and locations where the survey undertaken		
c. All known defects and problems found during the survey have been appropriately addressed	YES <input type="checkbox"/>	NO <input type="checkbox"/>

5. AIRWORTHINESS REVIEW FINDINGS		
Note: All findings / defects must be rectified before a recommendation can be made		
NO.	FINDING / DEFECT	REFERENCE / RECTIFICATION

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5. AIRWORTHINESS REVIEW FINDINGS

Note: All findings / defects must be rectified before a recommendation can be made

NO.	FINDING / DEFECT	REFERENCE / RECTIFICATION

6. RECOMMENDATION FOR CERTIFICATE OF AIRWORTHINESS

6.1 This is to certify that all the above have been reviewed for the period *DATE – DATE* plus a physical survey of the aircraft undertaken *DATE* and the aircraft *REG/NO.* was/was not* found to be fully in compliance with all the applicable requirements of CAAM Part M. On the basis it is / is not* recommended that the issuance / renewal / export* of Certificate of Airworthiness be issued in accordance with CAAM Part M.

*delete as applicable

Note: In the event the outcome of the airworthiness review is inconclusive, CAAM shall be informed by the CAMO as soon as practicable within 72 hours from the moment the CAMO identifies the condition to which the review relates. The airworthiness review report shall not be issued until all findings have been closed.

Name	
Signed	
Authorization No	
Company Approval No	
Date	

A copy of this report shall be retained in the aircraft records.

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3. PHYSICAL SURVEY DETAILS

DETAILS OF PHYSICAL SURVEY

<p>1) All required markings and placards are properly installed</p> <p>a) Check that the required markings and placards are installed on the aircraft, especially the emergency exit markings instructions and passenger information signs and placards.</p> <p>b) Check that all installed placards are readable.</p> <p>c) Check the Flight Manual versus the instruments. (General Aviation usually).</p> <p>d) Check registration markings, including State of Registry fireproof nameplate.</p> <p>e) Check product data plates.</p> <p>f) Examples of markings & placards:</p> <ul style="list-style-type: none"> i. door means of opening, ii. each compartment's weight/load limitation/placards stating limitation on contents, iii. passenger information signs, including no smoking signs, iv. emergency exit marking, v. cockpit placards and instrument markings, vi. fuelling markings (fuel vent, fuel dip stick markings), vii. towing limit markings, viii. break-in markings, ix. inflate tyres with nitrogen, x. static markings. 	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
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Remarks:

<p>2) The aircraft complies with its approved flight manual</p> <p>a) Check the conformity of the Flight Manual (FM), latest issue, with aircraft configuration, including modification status, (AD, SB, STC etc.).</p> <p>b) Check:</p> <ul style="list-style-type: none"> i. the FM approval, revision control, Supplement to FM; ii. the impact of modification status on noise and weight & balance; iii. additional required manuals (QRH/FCOM/OM-B etc.); iv. FM limitations. 	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
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Document Reference No.	<input style="width: 100%;" type="text"/>	Issue Number	<input style="width: 100%;" type="text"/>
Revision / Amendment Status	<input style="width: 100%;" type="text"/>	Date of Last Issue / Revision / Amendment	<input style="width: 100%;" type="text"/>

Remarks:

<p>3) The aircraft configuration complies with the approved documentation</p> <p>a) Check that all certificates and documents pertinent to the aircraft and necessary for operations (or copies, as appropriate) are on board.</p> <p>b) Check C of A, modification/Aircraft identification.</p> <p>c) Check that noise certificate corresponds to aircraft configuration.</p> <p>d) Check Permit to fly and Flight Condition when necessary.</p> <p>e) Check that there is an appropriate aircraft certificate of release to service.</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
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Remarks:

<p>4) All defect has been addressed according to CAD 6801</p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>
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Continuing Airworthiness Management Exposition (CAME)

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

**PHYSICAL SURVEY REPORT
GAM/PSR/REG/YY/XX**

- a) Check that the defects have been identified, recorded, and rectified/deferred in accordance with approved procedures and within approved time limits.
- b) Check that operations outside published approved data have only been performed under a Permit to Fly. Sample on:
 - i. TLB and hold item list,
 - ii. maintenance task cards,
 - iii. engine shop report,
 - iv. (major) component shop report,
 - v. maintenance/repair/modification working party files after embodiment of modifications or repairs,
 - vi. occurrence reporting data,
 - vii. communications between the user of maintenance data and the maintenance data author in case of inaccurate, incomplete, ambiguous procedures and practices.
- c) Check that the consequences of the deferral have been managed with Operation/Crew.
- d) Check that defects are being deferred in accordance with approved data (current revision of the MEL, CDL, aircraft maintenance programme).
- e) Compare physical location of parts/serial numbers with recorded locations to identify undocumented parts swaps for troubleshooting

Remarks:

- 5) No inconsistencies can be found between the aircraft and the documentation review of records specified in paragraph 9.1 of CAD 6802
- | | |
|------------------------------|-----------------------------|
| YES <input type="checkbox"/> | NO <input type="checkbox"/> |
|------------------------------|-----------------------------|

- a) Sample during a physical survey some ADs for which compliance can be physically checked.
- b) Check that life-limited and time controlled components are correctly marked during a physical survey.
- c) Compare the repair status and the physical status of the repaired aircraft/engine(s)/propeller(s), and their repaired components (physical survey) in order to confirm the accuracy of the repair status. Sample embodied repairs to check their conformity against the repair files (physical survey).

Remarks:

ARS Name	
ARS Signature	
ARS Authorization Number	
CAMO Approval Number	
Date	

If required: Licensed Aircraft Engineer who assisted with the survey

Name	
Signature	
Part 66 License Number	
CAAM Part-145 Approval Number	
Date	



Continuing Airworthiness Management Exposition (CAME)

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

5.1.11 Aircraft Journey Log Royal Malaysia Police AW139 [PGU/C-008/AW139 Rev 2 (03/24)]

CLIENT/OPERATOR ROYAL MALAYSIAN POLICE AIR OPERATION UNIT		BASE		AIRCRAFT TYPE AW 139		AIRCRAFT REG		AIRCRAFT MSN		ENGINE TYPE PWC PT6C-67C		DATE		 AIRCRAFT JOURNEY LOG PGU/C-008/AW139 Rev 2 (03/24)		PAGE SERIAL NO.: 000001		
PREVIOUS BMRC				NEXT CALENDAR INSP				NEXT HOURS INSP				MEASURING UNITS						
REF DATE				INSP DUE				INSP DUE				FUEL OIL*						
FLT. NO.	FUEL REMAINING		FUEL UPLIFT		FUEL TOTAL		ENG OIL UPLIFT		GEARBOX OIL UPLIFT		HYD OIL UPLIFT		MAINT. BFF / PRE-FLIGHT		PILOT PRE-FLIGHT / TURN AROUND			
	LH	RH	LH	RH	LH	RH	ENG 1	ENG 2	MAIN	TAIL	HYD 1	HYD 2	SIGN**	AUTH	TIME	SIGN	AUTH	TIME
FLT. NO.	PILOT	CO-PILOT	FROM	TO	TIME IN SERVICE			LANDING	ENGINE HOURS		ENGINE CYCLES		LOAD CYCLE	HOIST LIFTS	CAT. A TRAINING	OPS MTOW > 6400KG		
					TAKE OFF	LANDING	TOTAL FLT		ENG 1	ENG 2	ENG 1	ENG 2				HOURS	LANDING	
FLT. NO.	33 < WS < 45 KTS		45 < WS < 60 KTS		TOTAL THIS PAGE													
	START	STOP	START	STOP														
	TOTAL BEFORE FLIGHT																	
TOTAL CARRY FORWARD																		
NO.	RECORD OF DEFECT(S). ENTER 'NIL' IF NO DEFECT FOUND						PILOT / ENGINEER		TIME	NO.	RECTIFICATION(S) TAKEN					MR SIGN**	AUTH	DATE
		SIGN	AUTH															
**MAINTENANCE RELEASE (MR) STATEMENT		CERTIFIES THAT THE WORK ABOVE, EXCEPT AS OTHERWISE SPECIFIED, WAS CARRIED OUT IN ACCORDANCE WITH CAA MALAYSIA REQUIREMENTS AND IN RESPECT TO THAT WORK THE AIRCRAFT/AIRCRAFT COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE							AMO APP. NO.		AIRWORTHINESS CHECK HAS BEEN CARRIED OUT I.A.W APPLICABLE APPROVED MAINTENANCE PROGRAMME.							



**Continuing Airworthiness Management Exposition
(CAME)**


Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

5.1.13 Aircraft Journey Log Unitara Resources (M) Sdn. Bhd. [GAM/C-008/URM Rev 1 (03/24)]


CLIENT/OPERATOR UNITARA RESOURCES (M) SDN. BHD.				BASE	AIRCRAFT TYPE	AIRCRAFT REG	AIRCRAFT MSN	ENGINE TYPE	DATE	 AIRCRAFT JOURNEY LOG GAMC-008/URM Rev 1 (03/24) PAGE SERIAL NO: 000001										
PREVIOUS BMRC				NEXT CALENDAR INSP			NEXT HOURS INSP							MEASURING UNITS						
REF				INSP				INSP						FUEL						
DATE				DUE				DUE						OIL						
FLT. NO.	FUEL REMAINING			FUEL UPLIFT			FUEL TOTAL			TOTAL DEPARTURE FUEL	ENG OIL UPLIFT		MAINT. PRE-FLIGHT / TURN AROUND			PILOT PRE-FLIGHT / TURN AROUND				
	LH/FWD	CTR/AUX	RH/AFT	LH/FWD	CTR/AUX	RH/AFT	LH/FWD	CTR/AUX	RH/AFT		ENG 1	ENG 2	SIGN**	AUTH	TIME	SIGN	AUTH	TIME		
FLT. NO.	PILOT	CO-PILOT	FROM	TO	TIME IN SERVICE			LANDING	ENGINE HOURS		ENGINE 1 CYCLES		ENGINE 2 CYCLES							
					TAKE OFF	LANDING	TOTAL FLT		ENG 1	ENG 2	Ng	Nf	Ng	Nf						
TOTAL THIS PAGE																				
TOTAL BEFORE FLIGHT																				
TOTAL CARRY FORWARD																				
NO.	RECORD OF DEFECT(S). ENTER 'NIL' IF NO DEFECT FOUND				PILOT / ENGINEER		TIME	NO.	RECTIFICATION(S) TAKEN				MR SIGN**	AUTH	DATE					
					SIGN	AUTH														
**MAINTENANCE RELEASE (MR) STATEMENT										CERTIFIES THAT THE WORK ABOVE, EXCEPT AS OTHERWISE SPECIFIED, WAS CARRIED OUT IN ACCORDANCE WITH CAA MALAYSIA REQUIREMENTS AND IN RESPECT TO THAT WORK THE AIRCRAFT/AIRCRAFT COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE					AMO APP. NO.		DAILY INSPECTION HAS BEEN CARRIED OUT I.A.W APPLICABLE APPROVED MAINTENANCE PROGRAMME.			

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

5.1.15 Permit to Fly Form [GAM/C-022 Rev 1 (03/24)]

		PERMIT TO FLY (PTF) FORM	
PERMIT TO FLY NO. <small>*FOR A.R.S USE ONLY</small>		THIS PTF SUPERSEDES (IF ANY):	
SECTION A: PTF APPLICATION			
TYPE OF PERMIT TO FLY		PTF WITH CONDITIONS FOR MAINTENANCE CHECK FLIGHT	
A/C TYPE		AIRCRAFT REGISTRATION	
A/C SERIAL NUMBER		LOCATION	
REASON FOR PERMIT TO FLY			
WORKPACK/ WORKORDER REFERENCES NO.			
ROUTE OF FLIGHT			
FLIGHT CREW DETAILS (PROVIDE LICENSE COPY)			
	NAME	LICENSE NO.	DESIGNATION
1.			
2.			
3.			
MAINTENANCE DECLARATION			
I CERTIFIED THAT ALL THE MAINTENANCE ON THIS AIRCRAFT ARE COMPLETED AND THE AIRCRAFT IS SAFE FOR FLIGHT.			
ALL DOCUMENT COPIES ATTACHED BELOW ARE VERIFIED AND SUBMITTED TOGETHER WITH THIS APPLICATION:			
A. COMPLETED WORK ORDER B. AIRCRAFT JOURNEY LOG C. RELEVANT MAINTENANCE PROCEDURE. D. RELEVANT FLIGHT CHECK PROCEDURE. E. VALID LICENSE COPY OF PILOT			
REMARKS:			
LICENSE AIRCRAFT ENGINEER (LAE) NAME	SIGNATURE AND AUTHORISATION STAMP	DATE	

Reference	GAM/CAAM/CAME
Issue No.	4
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		PERMIT TO FLY (PTF) FORM	
PERMIT TO FLY NO. <small>*FOR A.R.S USE ONLY</small>		THIS PTF SUPERSEDES (IF ANY):	
SECTION B: PTF CERTIFICATE			
AIRCRAFT TYPE	AIRCRAFT REGISTRATION	AIRCRAFT SERIAL NUMBER	

The aircraft identified above shall be operated in accordance with the conditions/restrictions prescribed below:-

- a. Aircraft shall not fly for the purpose of commercial air transport operations.
- b. No flight over congested or densely populated areas, except for take-off and landing.
- c. Only minimum flight crew and required technical personnel on board.
- d. Flight crew must have the appropriate license and must be familiar with aircraft configuration and special operational procedures required under these flight conditions.
- e. Flight shall be conducted in daylight under Visual Flight Rules (VFR) conditions.
- f. Aircraft shall be maintained in accordance with specific continuing airworthiness arrangement including maintenance instructions and regime under which they will be performed.
- g. The aircraft maintenance program and related manuals remain applicable.
- h. The basic Flight Manual and the relevant Supplements remain applicable.
- i. The Permit to Fly and associated conditions shall be carried on board and displayed in the aircraft in accordance with CAD 8305.
- j. The flight test shall be conducted in accordance with:

This Permit to Fly is valid for the period from	_____	to	_____
---	-------	----	-------

Approved by Airworthiness Review Staff:			
Name :	_____	Signature :	_____
Date :	_____	Authorisation Stamp :	_____

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

PERMIT TO FLY (PTF) FORM

PERMIT TO FLY NO.
*FOR A.R.S USE ONLY

THIS PTF SUPERSEDES (IF ANY):

SECTION C: PTF AIRCREW BRIEFING

1. BRIEFING BY LAE

THE AIRCRAFT COMMANDER HAS BEEN BRIEFED ON THE CONDITIONS, RESTRICTIONS AND OPERATING LIMITATIONS ASSOCIATED WITH THE PTF, PRIOR TO THE FLIGHT.


2. ACKNOWLEDGMENT BY AIRCRAFT FLIGHT CREW

I HAVE BEEN BRIEFED BY THE LAE ASSIGNED ON THE CONDITIONS, RESTRICTIONS AND OPERATING LIMITATIONS ASSOCIATED WITH THE PTF.

NO.	NAME (L.A.E)	SIGNATURE AND AUTHORISATION	DATE	NAME (PILOT AND CO-PILOT)		SIGNATURE AND AUTHORISATION	DATE
				1.	2.		
1.				1.			
				2.			
2.				1.			
				2.			
3.				1.			
				2.			
4.				1.			
				2.			
5.				1.			
				2.			
6.				1.			
				2.			
7.				1.			
				2.			
8.				1.			
				2.			
9.				1.			
				2.			
10.				1.			
				2.			

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

5.1.16 Airworthiness Review Finding [GAM/C-024 Rev 1 (03/24)]

	AIRWORTHINESS REVIEW FINDING GAM/ARF/REG/YY/XX
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1. GENERAL INFORMATION			
ARF REFERENCE NUMBER			
ORGANISATION			
ATTENTION			
NCR LEVEL	LEVEL 1 <input type="checkbox"/>	LEVEL 2 <input type="checkbox"/>	
2. REQUIREMENTS			
3. FINDINGS			
ARS NAME & SIGNATURE		DATE:	
4. CORRECTIVE ACTION			
AUDITEE NAME & SIGNATURE		DATE:	
5. REVIEW AND VERIFICATION			
a. The corrective action has been reviewed, verified, and found to be:	ACCEPTABLE <input type="checkbox"/>	UNACCEPTABLE <input type="checkbox"/>	
b. If not acceptable, state the reason:			
ARS NAME & SIGNATURE		DATE:	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

5.2 List of Airworthiness Review Staff

No	Aircraft Type	Azillah Matap		Ismail Sulaiman		Mohamad Syafiq Ismail		Mohamed Safarin Mohamed	
		(ARS 02)		(ARS 03)		(ARS 05)		(ARS 06)	
		AR	PTF	AR	PTF	AR	PTF	AR	PTF
1.	AW139	-	-	X	X	X	X	X	X
2.	EC120B	-	-	X	X	-	-	-	-
3.	AS355F1	-	-	-	-	-	-	-	-
4.	A109S	-	-	-	-	-	-	-	-
5.	AW189	-	-	X	X	-	-	-	-
6.	EC155B	-	-	X	X	-	-	-	-
7.	EC155B1	-	-	X	X	-	-	-	-
8.	AS365N2	-	-	X	X	-	-	-	-
9.	Bell 429	-	-	X	X	-	-	-	-
10.	A119	-	-	-	-	-	-	-	-
11.	A109E	-	-	-	-	-	-	-	-
12.	B300	X	X	-	-	X	X	-	-
13.	R44	-	-	-	-	-	-	-	-
14.	R66	-	-	-	-	X	X	X	X
15.	Cessna 172S	X	X	-	-	-	-	-	-
16.	Cessna 208	X	X	-	-	-	-	-	-
17.	PC-6	X	X	-	-	-	-	-	-
18.	R44 II	-	-	-	-	-	-	-	-
19.	AS350B2	-	-	-	-	-	-	-	-
20.	AS350B3	-	-	-	-	X	X	-	-
21.	AS365N3	-	-	X	X	-	-	-	-


No	Aircraft Type	Mohamad Khair Shaiful Alam		Mohd Nor Azlizan Bin Nordin		Hazwan Bin Hasnan		Reserved	
		(ARS 07)		(ARS 08)		(ARS 09)		(ARS 10)	
		AR	PTF	AR	PTF	AR	PTF	AR	PTF
1.	AW139	-	-	X	X	-	-	-	-
2.	EC120B	X	X	-	-	-	-	-	-
3.	AS355F1	-	-	-	-	-	-	-	-
4.	A109S	-	-	-	-	-	-	-	-
5.	AW189	-	-	X	X	-	-	-	-
6.	EC155B	-	-	-	-	-	-	-	-
7.	EC155B1	-	-	-	-	-	-	-	-
8.	AS365N2	-	-	-	-	-	-	-	-

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Aircraft Type	Mohamad Khair Shaiful Alam		Mohd Nor Azlizan Bin Nordin		Hazwan Bin Hasnan		Reserved	
		(ARS 07)		(ARS 08)		(ARS 09)		(ARS 10)	
		AR	PTF	AR	PTF	AR	PTF	AR	PTF
9.	Bell 429	-	-	-	-	-	-	-	-
10.	A119	-	-	-	-	-	-	-	-
11.	A109E	X	X	-	-	-	-	-	-
12.	B300	-	-	-	-	X	X	-	-
13.	R44	X	X	-	-	-	-	-	-
14.	R66	-	-	-	-	-	-	-	-
15.	Cessna 172S	X	X	-	-	-	-	-	-
16.	Cessna 208	-	-	-	-	X	X	-	-
17.	PC-6	-	-	-	-	-	-	-	-
18.	R44 II	X	X	-	-	-	-	-	-
19.	AS350B2	-	-	-	-	-	-	-	-
20.	AS350B3	-	-	-	-	X	X	-	-
21.	AS365N3	X	X	-	-	-	-	-	-


Legends:

X – Approval for the aircraft type

	Continuing Airworthiness Management Exposition (CAME)	
	Reference	GAM/CAAM/CAME
	Issue No.	4
	Revision No.	0

5.3 List of of Sub-contractors

5.3.1 No continuing airworthiness management tasks subcontracted for the time being in force.

	Continuing Airworthiness Management Exposition (CAME)	
	Reference	GAM/CAAM/CAME
	Issue No.	4
	Revision No.	1


5.4 List of Approved Maintenance Organizations and List of Maintenance Contracts

5.4.1 GAM AMO Approval

No.	Organization's Name & Address	CAAM Approval No.	Capability	Scope
1.	Galaxy Aerospace (M) Sdn. Bhd. Suite 11-14, Helicopter Centre, Malaysia International Aerospace Centre, Sultan Abdul Aziz Shah Airport, 47200 Subang, Selangor Darul Ehsan.	AMO/2016/02	AW139	Line and Base Maintenance
			AW189	
			A109E	
			EC120	
			B300	
			EC155B	
			EC155B1	
			R44	
			R44 II	
			R66	
			AS350 B3	
			208	
			172S	
			AS365N3	

5.4.2 Contracted AMO

No.	Organization's Name & Address	CAAM Approval No.	Capability	Scope	Maintenance Contract Ref.
1.			Nil		

	Continuing Airworthiness Management Exposition (CAME)	
	Reference	GAM/CAAM/CAME
	Issue No.	4
	Revision No.	0

5.5 Copy of contracts for sub-contracted work

5.5.1 No continuing airworthiness management tasks subcontracted for the time being in force.

5.6 List of Approved Maintenance Programme as per CAD 6801 and CAD 6802

NO	AMP REFERENCE	AC TYPE	AC REG. & S/N	OPERATOR
1.	RMPAOF/CAMO/AMP/AW139	AW139	9M-PMA (31807) 9M-PMB (31726) 9M-PMC (31731) 9M-PMD (31809) 9M-PME (31855) 9M-PMF (31913)	Polis Diraja Malaysia
2.	JPM/CAMO/AMP/AW139		9M-JPM (31899)	
3.	YTLPG/CAMO/AMP/AW139		9M-YTL (41358)	YTL Power Generation Sdn. Bhd.
4.	JBPM/CAMO/AMP/AW139		9M-BOC (31289) 9M-BOD (31291)	Jabatan Bomba & Penyelamat Malaysia
5.	GASB/CAMO/AMP/AW139		9M-SAAS (31903)	Gading Air Sdn. Bhd.
6.	JBPM/CAMO/AMP/AW189	AW189	9M-BOE (49045) 9M-BOF (49053)	Jabatan Bomba & Penyelamat Malaysia
7.	GASSB/CAMO/AMP/EC155B	EC155 B	9M-DSJ (6583)	Gading Air Services Sdn. Bhd.
8.	URM/CAMO/AMP/EC155B1	EC155 B1	9M-KEL (6997)	Unitara Resources (M) Sdn. Bhd.
9.	JBPM/CAMO/AMP/A109E	A109E	9M-BOB (11212)	Jabatan Bomba & Penyelamat Malaysia
10.	RMPAOF/CAMO/AMP/B300	B300	9M-PTA (FL-587) 9M-PTB (FL-593) 9M-PTC (FL-598) 9M-PTD (FL-680)	Polis Diraja Malaysia

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NO	AMP REFERENCE	AC TYPE	AC REG. & S/N	OPERATOR
			9M-PTE (FL-683)	
11.	RMPAW/ENG/CAMO/AMP/C1 72S	Cessna 172S	9M-PSR (172S9505)	Polis Diraja Malaysia
			9M-PSS (172S9517)	
			9M-PST (172S9524)	
			9M-PSU (172S9525)	
12.	RMPAW/ENG/CAMO/AMP/C2 08	Cessna 208	9M-PSL (20800229)	Polis Diraja Malaysia
			9M-PSM (20800230)	
			9M-PSN (20800231)	
			9M-PSO (20800232)	
			9M-PSP (20800233)	
			9M-PSQ (20800234)	
13.	KHT/CAMO/AMP/AS350B3- 2D	AS350 B3	9M-LKE (8297)	Kihuat Timber (M) Sdn. Bhd.
14.	GAM/CAMO/AMP/AS350B2	AS350 B2	Generic AMP	-
15.	GAM/CAMO/AMP/AS350B3- 2D	AS350 B3	Generic AMP	-
16.	BERJAYA/CAMO/AMP/AS365 N3	AS365 N3	9M-TSV (6835)	Berjaya Air Sdn. Bhd.

5.7 Details of Aircraft Managed by GAM CAMO

No	Aircraft Owner / Operator	Aircraft Type	Aircraft Registration	Serial Number	CAMO Contract Ref.	
1.	Polis Diraja Malaysia	AW139	9M – PMA	31807	KDN/PL/T/PDRM/3/2018	
2.			9M – PMB	31726		
3.			9M – PMC	31731		
4.			9M – PMD	31809		
5.			9M – PME	31855		
6.			9M – PMF	31913		
7.			9M-JPM	31899		
8.		B300	9M-PTA	FL-587	KDN/PL/T/PDRM/4/2020	
9.			9M-PTB	FL-593		
10.			9M-PTC	FL-598		
11.			9M-PTD	FL-680		
12.			9M-PTE	FL-683		
13.		Cessna 172S	9M-PSR	172S9505	GAM/PGU/CAMO/FIXED-WING/2023-04	
14.			9M-PSS	172S9517		
15.			9M-PST	172S9524		
16.			9M-PSU	172S9525		
17.		Cessna 208	9M-PSL	20800229		
18.			9M-PSM	20800230		
19.			9M-PSN	20800231		
20.			9M-PSO	20800232		
21.			9M-PSP	20800233		
22.			9M-PSQ	20800234		
23.	YTL Power Generation Sdn. Bhd.	AW139	9M – YTL	41358		GAM/YTLPG/CAMO/AW139/9M-YTL/2023-11
24.	Jabatan Bomba dan Penyelamat Malaysia	A109E	9M – BOB	11212		JBPM/RT/05/K/3/2019
25.		AW139	9M – BOC	31289		
26.			9M – BOD	31291	GAM/JBPM/CAMO/2024-01	
27.		AW189	9M – BOE	49045		
28.	9M – BOF		49053			
29.	Gading Air Sdn. Bhd.	AW139	9M-SAAS	31903	GAM/GAIR/CAMO/9M-SAAS/2021-09	
30.	Gading Air Services Sdn. Bhd.	EC155B	9M-DSJ	6583	GAM/GAS/CAMO/9M-JSR/2021-10	
31.		EC120B	9M-GAS	1089	GAM/GAS/CAMO/EC120B/9M-GAS/2023/02	

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No	Aircraft Owner / Operator	Aircraft Type	Aircraft Registration	Serial Number	CAMO Contract Ref.
32.	Flystar Global Sdn. Bhd.		9M-HFA	1487	GAM/FG/CAMO/9M-HFA/2024-05
33.	Unitara Resources (M) Sdn. Bhd.	EC155 B1	9M-KEL	6997	GAM/URSB/CAMO/EC155B1/9M-KEL/2022/12
34.	Kihuat Timber (M) Sdn. Bhd.	AS350B3	9M-LKE	8297	GAM/KT/CAMO/9M-LKE/2024-05

Continuing Airworthiness Management Exposition (CAME)

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5.8 Manpower Resources and Management Tool

	MANPOWER RESOURCES & MANAGEMENT TOOL	ISSUE NO	2024-04
		REV DATE	12-Jul-24

A. CAMO/2016/03

1 GAM-CAMO FLEET

YEAR	AC TYPE	QTY	REMARKS
2016	¹ AW139	1	9M-PMB
	AW139	1	9M-PMC (WITHDRAWN)
	² EC120B	1	9M-GGB (TERMINATED)
2017	³ A119	1	9M-PBH (TERMINATED)
	⁴ A109S	1	9M-BFT (TERMINATED)
	AW139	1	9M-BFU (TERMINATED)
2018	AW139	1	9M-YPG (TERMINATED)
	AW139	2	9M-YTL, 9M-PMA
	⁵ AW189	1	9M-BOE
2019	AW189	1	9M-BOF (WITHDRAWN)
	AW139	4	9M-PMD, 9M-PME, 9M-BOC, 9M-BOD
	⁶ A109E	1	9M-BOB
	⁷ BELL429	1	9M-PEC (TERMINATED)
2020	⁸ EC155B	1	9M-DSJ
	⁹ B300	5	9M-PTA, 9M-PTB, 9M-PTC, 9M-PTD, 9M-PTE
	AW139	1	9M-PMF
	EC120B	1	9M-HFA (TERMINATED)
2021	¹⁰ R44 I	1	9M-AMA (TERMINATED)
	AW139	2	9M-JPM, 9M-SAAS
2022	EC120B	1	9M-GAS
	¹¹ R66	1	9M-BGG (TERMINATED)
		1	9M-JAG (TERMINATED)
	¹² R44 II	1	9M-DAK (TERMINATED)
	AW139	1	9M-BGH (TERMINATED)
2023	¹³ EC155B1	1	9M-KEL
	¹⁴ C208	5	9M-PSL, 9M-PSN, 9M-PSO, 9M-PSP, 9M-PSQ,
	¹⁵ C172S	3	9M-PST, 9M-PSU, 9M-PSR
2024	¹⁶ AS350B3	1	9M-LKE
	EC120B	1	9M-HFA
TOTAL AIRCRAFT	-	30	
AC/YEAR	-	5	
AC TYPE/YEAR	2	-	

^{NO.} - NUMBER OF NEW AIRCRAFT TYPE INDUCTION TO GAM CAMO IN SEQUENCE
 WITHDRAWN - AIRCRAFT THAT ARE WITHDRAWN FROM SERVICE
 TERMINATED - AIRCRAFT THAT HAVE TERMINATED CAMO SERVICE WITH GAM

2 MANPOWER

	HOURS /DAY	AVAILABILITY		
		HOURS /WEEK	HOURS /YEAR	
MANAGEMENT				
ACCOUNTABLE MANAGER	3	15	566	
COO (ISMAIL)	3	15	566	
CAMM	4	20	754	
DEPUTY CAMM	8	40	1508	
QAM	4	20	754	
			4147	
QUALITY ASSURANCE				
IZZUDIN	8	40	1508	REQUIRED HOURS 918
AMIRA	4	20	754	REMAINING HOURS 2852
FADHIL	4	20	754	STATUS SATISFACTORY
BOKHARI (PGU)	4	20	754	
			3770	
AIRWORTHINESS REVIEW STAFF				
ISMAIL	3	15	566	REQUIRED HOURS 5984
AZILLAH	4	20	754	REMAINING HOURS 2876
SYAFIQ	8	40	1508	STATUS SATISFACTORY
SAFARIN	8	40	1508	
KHAIR	8	40	1508	
AZLIZAN	8	40	1508	
HAZWAN	8	40	1508	
			8860	

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WEIGHING ENGINEER						
ISMAIL	2	10	377	REQUIRED HOURS		592
ARIFFIN	2	10	377	REMAINING HOURS		539
IHSAN	2	10	377	STATUS		SATISFACTORY
			<u>1131</u>			
TECHNICAL SERVICE						
AMANI	8	40	1508	REQUIRED HOURS		6308
ZUL	8	40	1508	REMAINING HOURS		2740
ADAM	8	40	1508	STATUS		SATISFACTORY
ADDINIE	8	40	1508			
HAZIM (PROTÉGÉ)	8	40	1508			
HANAFI (PGU)	4	20	754			
SHAHRIZAL (PGU)	4	20	754			
			<u>9048</u>			
CAMO PLANNER						
THAVA	8	40	1508	REQUIRED HOURS		16447
HUSNA	8	40	1508	REMAINING HOURS		1649
HANIS	8	40	1508	STATUS		SATISFACTORY
HUSNINA	8	40	1508			
HALIMI	8	40	1508			
AINA (PROTÉGÉ)	8	40	1508			
BADREEN (PROTÉGÉ)	8	40	1508			
AIMAN (PROTÉGÉ)	8	40	1508			
ANWAR (PGU)	8	40	1508			
RIZAL (PGU)	8	40	1508			
DANIEL (PROTÉGÉ)	8	40	1508			
SYUHANA (PROTÉGÉ)	8	40	1508			
			<u>18096</u>			
TECHNICAL RECORD						
NABILLA	8	40	1508	REQUIRED HOURS		9504
HARLINA	8	40	1508	REMAINING HOURS		2560
MAZLEEN	8	40	1508	STATUS		SATISFACTORY
AMMAR	8	40	1508			
BASIDT (PROTÉGÉ)	8	40	1508			
NURULHUDA (PGU)	8	40	1508			
HANNAH (PGU)	8	40	1508			
FAZILAH (PGU)	8	40	1508			
			<u>12064</u>			
TECHNICAL PUBLICATION						
DEANNA	4	20	754	REQUIRED HOURS		6468
SYAHIRAH (PROTÉGÉ)	8	40	1508	REMAINING HOURS		318
AFIQ (PROTÉGÉ)	8	40	1508	STATUS		SATISFACTORY
NAJIHA (PROTÉGÉ)	8	40	1508			
RIDZUAN (PGU)	8	40	1508			
			<u>6786</u>			

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3 CONTINUING AIRWORTHINESS MANAGEMENT ACTIVITIES								
A. QUALITY ASSURANCE DEPARTMENT								
SECTION	TASK (JOB DESCRIPTION)	MHR /TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS
QA	Establish Annual Audit Plan	4			1		4	
	Internal audit for CAMO (system)	16			8		128	1. Organisation 2. Technical Services 3. Technical Publication 4. Records 5. CAMO Planning 6. ARS 7. MBP 8. Quality Monitoring
	Internal audit for CAMO (product)	16			11		176	1. B300 2. YTL AW139 3. EC155B 4. AW189 5. PGU AW139 6. JPM AW139 7. JBPM AW139 8. PGU ICP (208, 172, PC6) 9. EC120B 10. JBPM A109E
	Annual audit of contracted AMO	16			1		16	AMO: GAM
	Audit report and NCR issuance	8			20		160	
	Review of amendment of CAME	4			3		12	
	Review of issuance of AMP & MEL	4			10		40	
	Review of amendment of AMP & MEL	4			18		72	
	Liaison with authorities	2			10		20	
	Personnel authorisation management	2			37		74	1. ARS - 7 2. PILOT - 30
GENERAL	Meeting (External)	4	1			4	48	CAAM
	Meeting (Internal)	4	2			8	96	CAMO - 2/MONTH
	Training - Continuous	8			4		32	HF, AIR LEG, CAME, CAMP
	Attend Internal/External Request	8			5		40	
TOTAL							918	
B. AIRWORTHINESS REVIEW STAFF DEPARTMENT								
SECTION	TASK (JOB DESCRIPTION)	MHR/TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS
ARS	Documentation Review for ARR	80			30		2400	
	Aircraft physical survey for ARR	40			30		1200	
	ARR Issuance	40			30		1200	
	Permit to Fly Issuance	24			35		840	Average 35 PTF/year
	Surveillance	8			15		120	50% of CAMO fleet
GENERAL	Meeting (Internal)	4	2			8	96	CAMO - 2/MONTH
	Training - CAT C	24			3		72	
	Training - Continuous	8			4		32	
	Attend Internal/External Request	8			3		24	CAAM AUDIT
TOTAL							5984	

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C. WEIGHING								
SECTION	TASK (JOB DESCRIPTION)	MHR /TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS
MBR & MCGS SIGNATORY	Perform aircraft weighing	8			24		192	Average 24 AC/year
	Prepare Mass and Balance Report	8			24		192	Average 24 AC/year
	Issue Mass and Balance Report	8			24		192	Average 24 AC/year
GENERAL	Training - Continuous	8			2		16	
TOTAL							592	
D. TECHNICAL SERVICE DEPARTMENT								
SECTION	TASK (JOB DESCRIPTION)	MHR /TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS
TECHNICAL SERVICE	TIC Sentencing	2			1000		2000	
	AMP Development	80			5		400	Average 5 AC/year
	AMP Review & Amendment	40			13		520	1.PGU-AW139 2.PGU-B300 3.BOMBA-A109E 4.BOMBA-AW139 5.BOMBA-AW189 6.GASB-AW139 7.GASSB-EC155B 8.GASSB-EC120B 9.YTLPG-AW139 10. URM-EC155B1 11. PGU - 208 12. PGU - 172 13. LKH - AS350B3
	MEL Development	80			5		400	Average 5 AC/year
	MEL Review & Amendment	40			5		200	5 MEL: 1.PGU-AW139 2.PGU-B300 3.BOMBA-A109E 4.BOMBA-AW139 5.BOMBA-AW189
	AFTS Development	40			2		80	Average 2 AC type/year
	MFTS Development	40			2		80	Average 2 AC type/year
	AFTS Review	2			5		10	1. AW189 2. AW139 3. C208 4. R66 5. EC155B1
	MFTS Review	2			7		14	1. A109E 2. AW139 3. AW189 4. A119 5. R44 6. BELL 429 7. R66
	Reliability Report	24			17		408	Report 12 (Monthly), 4 (Quarterly), 1 (Yearly)
	Mod Record Book development	40			5		200	
	Mod Record Book Update	4			30		120	
	Technical Query	4	10				40	480

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	HUMS	1	9		9	108	1. PGU AW139 6) 2. YTL AW139 (1) 3. JBPM AW189 (1) 4. GASB AW139 (1)
	Modification Assessment	16			2	32	Average 2/year
	Repair Assessment	16			5	80	Average 2/year
	Technical Notes	16			2	32	Average 2 TN/year
	Used Aircraft Report	160			1	160	Average 1 AC / year
	Supplement Applicability (New)	4			5	20	
	Supplement Applicability (Update)	2			30	60	
	Dent and Buckle Chart (New)	4			5	20	
Dent and Buckle Chart (Update)	2			30	60		
GENERAL	Training -GEN FAM	24			2	48	GENFAM (3 days) x 2 type per year
	Training - Continuous	8			4	32	
	Aircraft Visit	4	8			32	384
	Meeting (External)	4	3			12	144
Meeting (Internal)	4	3		18	12	216	BOMBA - 1/MONTH POLIS 2/MONTH CAMO - 2/MONTH MRB - 1/MONTH AMP- 13/YEAR MEL - 5/YEAR
TOTAL						6308	

E. CAMO PLANNING DEPARTMENT

SECTION	TASK (JOB DESCRIPTION)	MHR /TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS	
CAMO PLANNING	Aircraft Register	1			5		5	Average 5 AC/year	
	Set Up Aircraft Configuration Module	160			2		320	Average 2 AC type/year	
	Aircraft induction bridging to AERONET	80			5		400	Average 5 AC/year	
	Monitor AERONET	2			30		60	720	
	Update AERONET for AMP Amendment	4			13		52	13 AMP	
	Maintenance Forecast	2			30		60	720	
	Liaison with operator	2			30		60	720	
	TIC implementation	1				1000		1000	
	Update AD/SB in AERONET	1			30		30	360	
	AMO Coordination	4			30		120	1440	
	Initiate spare request for AD/SB implementation	1			30		30	360	
	Work Package Issuance	1				3000		3000	Average 100 WO/year/AC
	Workpack review and acceptance	0.5				3000		1500	Average 100 WO/year/AC
Workpack discrepancies correction	0.5				3000		1500	Average 100 WO/year/AC	
AJL review and acceptance	0.5	30				15	180	Average 30 AJL/month	

Continuing Airworthiness Management Exposition (CAME)

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	0

	AJL discrepancy correction	0.5	30		15	180	
	Update AERONET Tech Log Module	1	30		30	360	
	Update AERONET Aircraft Module	1			3000	3000	Average 100 WO/year/AC
	NTC	1			10	10	Average 10 NTC/year
GENERAL	Training - GEN FAM	24			2	48	GENFAM (3 days) x 2 a/c type per year
	Training - Continuous	8			4	32	HF, CAME, CAMP, AIR LEG
	Meeting (External)	4	7		28	336	BOMBA - 1/MONTH POLIS 2/MONTH YTLPG 2/MONTH UNITARA - 1/MONTH GADING - 1/MONTH
	Meeting (Internal)	4	4		16	192	CAMO - 2/MONTH AMO - 1/MONTH
	Attend Internal/External Request	4			3	12	AJL BRIEFING, OEM LIASON, ETC
TOTAL						16447	

F. TECHNICAL RECORD DEPARTMENT

SECTION	TASK (JOB DESCRIPTION)	MHR /TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS	
TECHNICAL RECORD	AJL Review and acceptance from CAMO Planner	0.5	30			15	180		
	Transfer AJL data to logbook	1	30			30	360	Average 30 AJL/month	
	Scan AJL	1	30			30	360	Average 30 AJL/month	
	AJL filing	1	30			30	360	Average 30 AJL/month	
	All logbook identification	1				100	100	Aircraft + engine + Prop + APU	
	Update aircraft log book	0.5				2900	1450	Average 100 WO/year/AC	
	Update engine log book	0.5				2900	1450	Average 50 WO /year/eng x Average 2 eng/ac	
	Update prop log book	0.5				360	180	Average 20 WO /year/prop	
	Update APU log book	0.5				20	10	Average 20 WO /year/APU	
	Update component log card	1			29		29	348	
	Update MRB (AD, SB)	2			29		58	696	
	Update AD Compliance to CAMM	2					1	24	Excluding 9M-GAS due to GAM as subcontracted CAMO
	Update Certificate Files	2				29		58	
	Scan Work package & filing	1				3000		3000	
	Record access control	1	5				5	60	Average 5 times / month
	Facilities Inspection	2	2				4	48	2 facilities
Update Record Inventory	1			29		29	348		
Update backup harddisk	2					5	60	Average 5 times / month	

**Continuing Airworthiness
Management Exposition
(CAME)**

Reference	GAM/CAAM/CAME
Issue No.	4
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	Scan all records - Aircraft Induction	40			5		200	Average 5 AC/year	
GENERAL	Training -GEN FAM	24			2		48	GENFAM (3 days) x 2 AC type per year	
	Training - Continuous	8			4		32	HF, CAME, CAMP, AIR LEG	
	Meeting (Internal)	4	2			8	96	CAMO - 2/MONTH	
	Attend Internal/External Request	4			9		36	AC INDUCTION DOC ACCEPTANCE	
							TOTAL	9504	
G. TECHNICAL PUBLICATION DEPARTMENT									
SECTION	TASK (JOB DESCRIPTION)	MHR /TASK	NO/MTH	AC/MTH	NO OR AC/YEAR	TOTAL MHR /MONTH	TOTAL MHR /YEAR	REMARKS	
TECHNICAL PUBLICATION	Publication Purchase, Renewal, Subscription	2			30		60	Average 30 Pub/year	
	Publication Register	1			1000		1000	Average 1000 Pub/year	
	Raise TIC	1			1000		1000	Average 1000 TIC/year	
	External Publication Distribution	1			950		950	Average 950 Pub/Year	
	Upload into server and controlled computer	2			1000		2000		
	Make copies of publication for controlled	4			50		200	Average 50 Pub/Year	
	Internal Publication Distribution	2			50		100		
	Filing of signed Document Acceptance Statement form	1			100		100	2 Document/Internal Pub	
	Update Publication Master List	2	19				38	456	17 type + 1 internal + 1 ICA
	Update backup harddisk	2	5				10	120	Weekly update
	Publication Control and Access	1	10				10	120	Average 10 times / month
	Flight Manual Amendment	4				30		120	
	Supplement Applicability	1				30		30	
GENERAL	Training -GEN FAM	24			2		48	GENFAM (3 days) x 2 ac type per year	
	Training - Continuous	8			4		32		
	Meeting (Internal)	4	2			8	96	CAMO - 2/MONTH	
	Attend Internal/External Request	4			9		36	AC INDUCTION DOC ACCEPTANCE etc	
							TOTAL	6468	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

5.9 List of Approved Limited Scope of Maintenance Activities

5.9.1 AW139 Maintenance Activities that requires Rotor Track & Balance Flights

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Main Rotor Track and Balance 39-A-18-10-01-00A-37CA-A OR 39-A-18-10-03-00A-37CA-A (IF A/C EQUIPPED WITH HUMS) MFTS Reference: GAM/CAMO/AW139/MFTS/RTB	Main rotor blade - Install procedure 39-A-62-11-01-00A-720A-A	If perform maintenance operations on the main rotor blade after removal from helicopter
2.		Vibration absorber installation – Adjust 39-A-18-61-00-00A-271A-A	-
3.		Balance weight pocket cover (main rotor blade) - Replacement (remove and install a new item) 39-A-62-11-01-06A-921A-A	-
4.		Top conical ring - Install procedure 39-A-62-21-05-00A-720A-A	If equipped with optional K0160, K0161, K0162 configuration
5.		Main rotor head - Install procedure 39-A-62-22-00-00A-720A-A	If equipped with optional K0160, K0161, K0162 configuration
6.		Lag damper - Install procedure 39-A-62-22-02-00A-720A-A	If lag damper is replaced
7.		Pitch control lever - Install procedure 39-A-62-22-03-00A-720A-A	-
8.		Flapping limiter - Install procedure 39-A-62-22-04-00A-720A-A	If flapping limiter is replaced
9.		Flapping limiter support - Install procedure 39-A-62-22-05-00A-720A-A	-
10.		Droop stop bracket - Install procedure	If droop stop bracket is replaced

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
11.		39-A-62-22-06-00A-720A-A Anti-rotation block - Install procedure	If replaced the anti-rotation block with a new item
12.		39-A-62-22-07-00A-720A-A Tension link and elastomeric bearing assembly - Install procedure	-
13.		39-A-62-22-08-00A-720A-A Tension link - Install procedure	If new elastomeric bearing is installed
14.		39-A-62-22-09-00A-720A-B Elastomeric bearing - Install procedure	If new elastomeric bearing is installed
15.		39-A-62-22-10-00A-720A-B Droop stop pin – Adjust	-
16.		39-A-62-22-12-00A-271A-A Sliding ring – Replacement	-
17.		39-A-62-22-17-00A-920A-B Pitch link - Install procedure	If new pitch link is installed
18.		Tail rotor - Blade track and balance check 39-A-18-10-02-00A-37CA-A OR 39-A-18-10-03-00A-37CA-A (IF A/C EQUIPPED WITH HUMS) MFTS Reference: GAM/CAMO/AW139/MFTS/RTB	39-A-62-31-01-00A-720A-A Tail rotor blade assembly - Install procedure
19.	39-A-64-11-01-00A-720A-A Blade damper attachment - Install procedure		If new blade damper attachment is installed
20.	39-A-64-11-02-00A-720A-A Elastomeric bearing - Install procedure		If new elastomeric bearing is installed
21.	39-A-64-11-03-00A-720A-B Lag damper - Install procedure		If lag damper is replaced
22.	39-A-64-21-02-00A-720A-A Top conical ring - Install procedure		If new top conical ring is installed
23.	39-A-64-21-03-00A-720A-A Slip ring drive - Install procedure		-
24.	39-B-64-21-04-00A-720A-A Pitch link - Install procedure		If new pitch link is installed or the same

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
			removed pitch link that has got new components.
25.		Scissors - Install procedure 39-A-64-31-02-00A-720A-A	If new scissors is installed
26.		Sliding control assembly - Install procedure 39-A-64-31-04-00A-720A-A	If new sliding control assembly is installed
27.		Tail rotor control system – Adjust 39-A-67-21-00-00A-271A-A	-

5.9.2 AW139 Maintenance Activities that requires Functional Check Flights

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Helicopter general - Check flight after engine installation 39-A-00-00-00-00A- 34BA-A.	Number 1 engine - Install procedure 39-A-71-02-01-00A-720A-A	-
2.	MFTS Reference: Refer OEM Functional Check Flight Check List in 39-A-00-00-00-00A- 34BA-A.	Number 2 engine - Install procedure 39-A-71-02-02-00A-720A-A	-
3.	Helicopter general information - Functional check 39-A-00-00-00-00A- 34AA-A	Number 1 pump - Operation test 39-A-29-11-02-00A-320A-A	-
4.		Number 2 pump - Operation test 39-A-29-12-02-00A-320A-A	-
5.	MFTS Reference: Refer OEM Functional Check Flight Check List in 39-A-00-00-00-00A- 34AA-A	Number 4 pump - Operation test 39-A-29-12-03-00A-320A-A	-
6.	.Power Plant Adjustment, Ground	Engine Electrical Wiring Harness - Operational Check	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
7.	Testing – Ground Checks Necessary After Component Repair or Replacement EMM 71-00-00, Para 9, Table 501	T5 Wiring Harness - Operational Check	
8.		Permanent Magnet Alternator (PMA) - Leak Check and Operational Check	
9.		Ng, Npt and Torque Sensors - Leak Check and Operational Check	
10.		Electronic Engine Control (EEC) - Operational Check	
11.		Data Collection Unit (DCU) - Operational Check, Correct Trim and Usage Data	

5.9.3 AW189 Maintenance Activities that requires Rotor Track & Balance Flights

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Main rotor - Tracking check 89-A-18-10-01-00A-373A-A MFTS MFTS Reference: GAM/CAMO/AW189/MFTS/RTB	Main rotor blade – Install procedure 89-A-62-11-01-00A-720A-A	If perform maintenance operations on the main rotor blade after removal from helicopter
2.		Top conical ring – install procedure 89-A-62-21-03-00A-720A-A	-
3.		Lag damper - Install procedure 89-A-62-22-03-00A-720A-A	If lag damper is replaced
4.		Flapping limiter – Install procedure 89-A-62-22-05-00A-720A-A	If flapping limiter is replaced
5.		Flapping limiter support – install procedure 89-A-62-22-06-00A-720A-A	-
6.		Droop stop bracket – install procedure 89-A-62-22-07-00A-720A-A	If droop stop bracket is replaced
7.		Anti-rotation block – install procedure	If anti-rotation block is replaced

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
8.		89-A-62-22-08-00A-720A-A Tension link and elastomeric bearing assembly – install procedure	-
9.		89-A-62-22-09-00A-720A-A Droop stop pin – adjust	-
10.		89-A-62-22-13-00A-271A-A Pitch link – install procedure	-
11.		89-A-62-31-01-00A-720A-A Adapter – install procedure	-
12.		89-A-62-31-03-00A-720A-A Tail rotor blade assembly - Install procedure	If install a new or repaired tail rotor blade assembly or a new elastomeric bearing
13.	Tail rotor - Tracking check 89-A-18-10-02-00A-373A-A MFTS Reference: GAM/CAMO/AW189/MFTS/RTB	89-A-64-11-01-00A-720A-A Blade damper attachment - Install procedure	If new blade damper attachment is installed
14.		89-A-64-11-02-00A-720A-A Lag damper - Install procedure	If new lag damper is installed
15.		89-A-64-21-03-00A-720A-A Top conical ring - Install procedure	If new top conical ring is installed
16.		89-B-64-21-03-00A-720A-A Slip ring drive - Install procedure	-
17.		89-A-64-31-01-00A-720A-A Pitch link - Install procedure	-
18.		89-A-64-31-02-00A-720A-A Scissors group - Install procedure	If scissor is replaced
19.		89-A-64-31-04-00A-720A-A Spider and slider assembly - Install procedure	If new spider and slider assembly is installed

5.9.4 AW189 Maintenance Activities that requires Functional Check Flights

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.		Number 1 engine - Install procedure	-

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
2.	Helicopter general - Check flight after engine installation 89-A-00-00-00-00A- 34BA-A MFTS Reference: Refer OEM Check List in 89-A-00-00- 00-00A-34BA-A.	89-A-71-01-01-00A-720A-A Number 2 engine - Install procedure 89-A-71-01-02-00A-720A-A	-
3.	Helicopter general information - Functional check flight	Number 1 pump - Operation test 89-A-29-11-02-00A-320A-A	-
4.	39-A-00-00-00-00A- 34AA-A	Number 2 pump - Operation test 89-A-29-12-02-00A-320A-A	-
5.	MFTS Reference: Refer OEM Functional Check Flight Check List in 89-A-00-00-00-00A- 34AA-A	Number 4 pump - Operation test 89-A-29-12-03-00A-320A-A	-

5.9.5 A109E Maintenance Activities that requires Rotor Track & Balance Flights

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Main rotor tracking and dynamic balance 62-00-8C MFTS Reference: GAM/CAMO/A109E/M FTS/RTB	Main rotor blades installation 62-11-6 Para D	-
2.		Main rotor head installation 62-21-13 Para D	-
3.		Main rotor head installation 62-21-54 Para D	If mix an elastomeric bearing made by "Paulstra" with those made by "Lord" (or "vice versa")
4.		Rotating controls - Pitch change links Installation 62-31-12 Para F	-

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
		Troubleshooting Chart of Main Rotor Installation – Lateral 1:1 Vibration 62-00-4	-

5.9.6 A109E Maintenance Activities that requires Functional Check Flights

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Chip Detectors - Metal Particles - General Maintenance Procedure 60-10-4	Chip Detectors – Magnetic Particles	- Event Codes 1 and 3 are found - Event Codes 2 and 4 are found
2.	Microwave Data Link System - Operational Test 97-11-8	Microwave Data Link System - Operational Test	-
3.	Power Plant Adjustment, Ground Testing – Ground Checks Necessary After Component Repair or Replacement EMM 71-00-00, Para 9, Table 501	Engine Electrical Wiring Harness - Operational Check	
4.		T6 Wiring Harness - Operational Check	
5.		Permanent Magnet Alternator (PMA) - Leak Check and Operational Check	
6.		Ng, Npt and Torque Sensors - Leak Check and Operational Check	
7.		Electronic Engine Control (EEC) - Operational Check	
8.		Data Collection Unit (DCU) - Operational Check	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

5.9.7 EC120B Maintenance Activities that requires Maintenance Flight Test

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Checks and Corrections for Horizontal (Y) and Vertical (Z) Vibrations - Main Rotor AMM 62-00-00,5-1 MFTS Reference: Refer EC120B RFM Section 8.3 Flight Test Schedule FLM Section 8.3 MFTS Reference: Refer EC120B RFM Section 8.3	Removal /Installation - Main Rotor Blades AMM 62-11-00,4-1	If installed new or repaired blade, or after interchanged two blades
2.		Assembly - Main Rotor Hub, AMM 62-21-00,4-2	If replaced a main rotor hub or one of its components
3.		Removal / Installation - Flared Housing / Swashplates / Hub Couplings, AMM 62-32-00,4-1	If replaced a pitch-change rod or a ball end-fitting
4.		Installation - Rotor Head Assembly AMM 62-20-00,4-2	
5.		Adjustment - Main Rotor Controls AMM 67-10-00,5-1	
6.		Replacement - End-fittings on the pitch and roll rods, AMM 67-10-00,8-12	
7.		Procedure after Detection of Chips and Lighting of the "MGB P" and "MGB TEMP" Warning Lights - MGB / TGB AMM 05-50-00,6-10	
8.		Fault finding by vibration analysis AMM 05-50-00,6-13	
9.		Fault finding by vibration analysis with STEADYControl ® adjustment equipment AMM 05-50-00,6-14	
10.		Fuel System – Adjusted Fuel Control Unit Removal / Installation EMM Task 73-23-00-900-802-A01	
11.		Fuel System – Adjusted Fuel Control Unit Tests (Except Electrical) EMM Task 73-23-00-900-802-A01	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

5.9.8 B300 Maintenance Activities that requires Maintenance Flight Test

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Flow Control Valve - Adjustment/Test AMM 21-10-05-5	No.1 Engine Flow Control Valve - Adjustment/Test AMM 21-10-05-5	
2.		No.2 Engine Flow Control Valve - Adjustment/Test AMM 21-10-05-5	
3.	Pressurization Check Procedures - (Flight Test) AMM 21-30-00, 101	Outflow Valve And Safety Valve - Adjustment/Test AMM 21-30-03-5	Functional Test Method 1
4.		Air Pressure Controller-Limiter - Removal/Installation AMM 21-30-13-4	
5.	Stall Lift Computer - Adjustment/Test AMM 27-31-03-5	Stall Lift Computer - Adjustment/Test AMM 27-31-03-5	<ol style="list-style-type: none"> 1. If Lift Computer Or Lift Transducer Is Replaced, or 2. If The Stall Warning System Has Failed In Any Manner Or The Stall Warning Margin Has Changed Without Explanation, or 3. In Order To Set A Specific Margin,
6.	Flight Control System - B. Flight Checks AMM 27-00-00-2	Flight Control System - Rigging and Trim Procedures - D. Wings AMM 27-00-00-2	
7.		Flight Control System - Rigging and Trim Procedures - F. Ground Adjustable Trim Tab AMM 27-00-00-2	
8.	Power Lever Sense Switch - Adjustment/Test 32-60-09-5	Power Lever Sense Switch - Adjustment/Test AMM 32-60-09-5	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
9.	Propeller - Adjustment/Test - Propeller Dynamic Balancing AMM 61-10-01-5	Propeller - Adjustment/Test - Propeller Dynamic Balancing – C.Flight Test AMM 61-10-01-5	

5.9.9 R44 / R44 II Maintenance Activities that requires Maintenance Flight Test

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Special Instruction for Reassembling and Flight Testing R44 series helicopter after crating for export AMM 1.700 MFTS Reference: GAM/CAMO/R44/MFT S/MM1.700	Special Instruction for Reassembling and Flight Testing R44 series helicopter after crating for export AMM 1.700	
2.	Track and Balance AMM 10.200 MFTS Reference: GAM/CAMO/R44/MFT S/RTB.	Collective travel rigging AMM 10.122	
3.		Main Rotor Blade Installation AMM 9.112	
4.		Repair of Main Rotor Blade AMM 9.140	
5.		Swashplate installation AMM 8.142	
6.		Utility Float Main Landing Gear Installation AMM 5.520	
7.		12 years Inspection AMM 2.600	
8.	Autorotational RPM Adjustment AMM 10.250 MFTS Reference: GAM/CAMO/R44/MFT S/RTB.	Utility Float Main Landing Gear Installation AMM 5.520	
9.	Flight Check AMM 2.220	Flight Check for 100-Hour / Annual Inspection AMM 2.200	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
10.	MFTS Reference: GAM/CAMO/R44/MF TS/MM2.200.	12 years Inspection AMM 2.600	
11.	Functional Flight Test of Longitudinal Cyclic Trim Elastic Cords AMM 8.130 MFTS Reference: GAM/CAMO/R44/M FTS/MM2.200.	Longitudinal Cyclic Trim Elastic Cord AMM 8.130	

5.9.10 EC155B/B1 Maintenance Activities that requires Maintenance Flight Test

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Adjustment of Main Rotor Blade Tracking AMM 62-10-00-821 MFTS Reference: Refer EC155B/B1 RFM Section 8.3.	Removal / Installation - Main Rotor Blades AMM 62-10-00-061	If replaced one or more blades
2.	Horizontal (Y) and Vertical (Z) Vibration Check and Corrections with STEADYCONTROL Rotor Tuning System AMM 62-20-00-822 MFTS Reference: Refer EC155B/B1 RFM Section 8.3.	Removal / Installation - Main Rotor Blades AMM 62-10-00-061	If replaced one or more blades
3.	Dynamic Balancing - Main Rotor Head AMM 62-20-00-821	Removal / Installation - Main Rotor Blades AMM 62-10-00-061	If replaced one or more blades

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
4.	MFTS Reference: Refer EC155B/B1 RFM Section 8.3	Removal / Installation - Rotor Hub and Shaft Unit AMM 62-20-00-061	If a component of the rotor hub-mast assembly is replaced
5.		Removal / Installation - Blade Sleeves Assembly AMM 62-24-01-061	If any component of the blade sleeve assembly has been replaced
6.		Removal / Installation - Pitch Change Rod AMM 62-26-01-061	If replaced one or more pitch change rods
7.		Removal / Installation – MGB / MRH Assembly AMM 63-00-00-061A.	If a component or MRH assembly is replaced
8.	Compensation - Primary Reference System (In Flight) AMM 34-23-00-821 (Refer FLM Section 8.3)	Removal / Installation - Magnetometer AMM 34-23-02-06	
9.	MFTS Reference: Refer EC155B/B1 RFM Section 8.3.	Removal / Installation - AHRS Removable Memory Module AMM 34-23-04-061	Do the compensation during the exchange of a new memory module
10.	Flight Test Schedule FLM Section 8.3 MFTS Reference: Refer EC155B/B1 RFM Section 8.3.	Procedure After Vibrations, Resonance or an Abnormal Dynamic Phenomenon AMM 05-50-00-222	
11.		Fault finding by vibration analysis AMM 05-50-00-223	
12.		Steps to do when you Find Particles on the Magnetic Plugs and/or on the Oil Filter of the Gear Box AMM 05-50-01-211	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
13.		Steps to do When You Find Particles on the Magnetic Plug of the Rotor Mast AMM 05-50-02-211	
14.		Removal / Installation - Electrical Master Box AMM 24-32-01-061	
15.		MGB Replacement AMM 63-20-00-061	
16.		Adjustment - Main Rotor Controls AMM 67-10-00-821	
17.		Adjustment - Low Pitch Stop AMM 67-13-01-82	
18.		Removal / Installation - FADEC Unit AMM 73-20-00-061	
19.		Engine Removal / Installation AMM 71-00-00-061	
20.		Module 2 Replacement Safran Arriel 2C1 EMM 72-00-32-900-801-A01	
21.		Module 3 Replacement Safran Arriel 2C1 EMM 72-00-43-900-801-A01	
22.		Module 4 Replacement Safran Arriel 2C1 EMM 72-00-54-900-801-A01	
23.		Module 5 Replacement Safran Arriel 2C1 EMM 72-00-15-900-801-A01	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

5.9.11 A119/AW119 Maintenance Activities that requires Maintenance Flight Test

No	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Main rotor tracking and dynamic balance 62-00-8 MFTS Reference: GAM/CAMO/A119/MF TS/RTB	Main rotor blades - Removal/Installation 62-11-6 Para D	
2.		Main rotor head - Removal/installation 62-21-13 Para D	If required
3.		Floating ring - Removal/installation 62-21-43	
4.		Main rotor elastomeric bearings - Removal/Installation 62-21-49	If mixed an elastomeric bearing made by "Paulstra" with those made by "Lord" (or "vice versa")
5.		Main rotor blade adjustment 67-00-28	
6.	Chip Detectors - Metal Particles - General Maintenance Procedure 60-10-4 Para C	Chip Detectors - Metal Particles - General Maintenance Procedure 60-10-4 Para C	When gearbox-chip caution message comes in view for the third time

5.9.12 Bell 429 Maintenance Activities that requires Maintenance Flight Test

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	VIBRATION ANALYSIS Measuring and Reducing Main Rotor 1/Rev Vibration (DMC-429-A-18-10-00-00A-372A-A) MFTS Reference: GAM/CAMO/BELL42	MAIN ROTOR TRACK AND BALANCE – General DMC-429-A-18-00-00-01A-028A-A	
2.		MAIN ROTOR BLADE ASSEMBLIES – Installation DMC-429-A-62-10-00-00A-720A-A	
3.		MAIN ROTOR HUB ASSEMBLY – Installation	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
4.	9/MFTS/RTB.	DMC-429-A-62-20-00-00A-720A-A	
		PITCH LINK ASSEMBLIES – Installation DMC-429-A-62-30-00-00A-720A-A	
5.	MAIN ROTOR AUTOROTATION RPM Adjustment (DMC-429-A-18-10-00-07A-271A-A) MFTS Reference: GAM/CAMO/BELL42 9/MFTS/RTB.	MAIN ROTOR AUTOROTATION RPM Adjustment (DMC-429-A-18-10-00-07A-271A-A)	
6.	MAIN ROTOR 4/REV VIBRATION Measuring and Reducing Vibration Levels (DMC-429-A-18-10-00-02A-372A-A) MFTS Reference: GAM/CAMO/BELL42 9/MFTS/RTB.	MAIN ROTOR 4/REV VIBRATION Measuring and Reducing Vibration Levels (DMC-429-A-18-10-00-02A-372A-A)	to minimize the main rotor 4/rev vibration in the cabin
7.	MAIN ROTOR 4/REV VIBRATION Frahm Tuning Procedures (DMC-429-A-18-10-00-03A-372A-A) MFTS Reference: GAM/CAMO/BELL42 9/MFTS/RTB.	MAIN ROTOR 4/REV VIBRATION Frahm Tuning Procedures (DMC-429-A-18-10-00-03A-372A-A)	If required, additional in-flight Frahm tuning may have been accomplished prior to helicopter delivery
8.	POWER PLANT Operational Check (DMC-429-A-71-00-00-00A-320A-A)	ENGINES Installation (DMC-429-A-71-00-00-00A-720A-A)	

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

5.9.13 R66 Maintenance Activities that requires Maintenance Flight Test

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Assembly Instructions for R66 Helicopter Crated for Export AMM 1-80 MFTS Reference: GAM/CAMO/R66/MFTS/MM1-80.	Assembly Instructions for R66 Helicopter Crated for Export AMM 1-80	
2.	Flight Check AMM 5-43 MFTS Reference: GAM/CAMO/R66/MFTS/MM5-40	Assembly Instructions for R66 Helicopter Crated for Export AMM 1-80	
3.		Operation Checks for 100-Hour / Annual Inspection AMM 5-40	
4.		2000-Hour / 12 Year Inspection AMM 5-50	
5.	Main Rotor Track and Balance AMM 18-10 MFTS Reference: GAM/CAMO/R66/MFTS/RTB	Assembly Instructions for R66 Helicopter Crated for Export AMM 1-80	
6.		2000-Hour / 12 Year Inspection AMM 5-50	
7.		Main Rotor Flight Control Rigging AMM 18-30	
8.		Main Rotor Blade Angle Rigging AMM 18-40	
9.		Swashplate Installation AMM 67-40	
10.		Excessive Cyclic or Stick Shake AMM 18-15	Main rotor (MR) out of track
11.		Excessive Ship vibration AMM 18-15	MR out of track and balance

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
12.		Intermittent Blade Track Picture AMM 18-15	MR teeter hinge not "broken-in"
13.	Do the Test of the Engine OMM 72-00-00-700-801 MFTS Reference: GAM/CAMO/R66/MFTS/MM72-801	Do the test of the diffuser vent (orifice) OMM 72-00-00-350-001	
14.	Do the Performance Trend Test of the Engine OMM 72-00-00-700-802	Do the engine trend check procedure OMM 72-00-00-750-010	
15.	MFTS Reference: GAM/CAMO/R66/MFTS/MM72-802	200 Hour / 12-month Inspection OMM 05-21-00-800-801 TABLE 601 Item 30	
16.	Do the Vibration Test of the Engine OMM 72-00-00-700-803	Do the vibration test OMM 72-00-00-750-013	
17.	MFTS Reference: GAM/CAMO/R66/MFTS/MM72-803	400 Hour Inspection OMM 05-21-00-800-801 TABLE 602 Item 18	

5.9.14 AS350B3 (Arriel 2D) Maintenance Activities that requires Rotor Track & Balance Flights

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Check of the main rotor blade track at blade tip - Main rotor blades AMM 62-11-00,6-4	Removal / Installation - Main Rotor Blades - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed and there is a vibration during flight. If the blade has been replaced.
2.	Adjustment - Check and Correction of the Vertical Z and Horizontal Y Vibrations - Main Rotor AMM 62-00-00,5-1	Removal / Installation - Main Rotor Blades - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed and there is a vibration during flight. If the blade has been replaced.

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
3.		Installation - Main Rotor Hub POST MOD 076120 - Main rotor hub AMM 62-21-00,4-2	If the Main Rotor Hub is replaced or after replacement of one of its components.
4.		Assembly - Main Rotor Hub PRE MOD 076232 - Main rotor hub AMM 62-21-00,4-4	If replaced parts of the Main Rotor Hub during the disassembly.
5.	Autorotation test (Section 8 FLM).	Adjustment - Main Rotor Flight Controls (single or Dual hydraulic version, with AP or without AP) - Main Rotor Flight Controls AMM 67-10-00,5-1	If the "LOW PITCH" stop was adjusted,
6.	Level flight (Section 8 FLM).	Adjustment / Test - ARRIEL 2B Engine Control - ARRIEL 2B Anticipator AMM 76-11-02,5-1	-
7.		Diagnosis of anomalies through vibration analysis - Unscheduled Inspections AMM 05-50-00,6-21	-
8.	Functional Check Flight (Section 8 FLM).	Operation to be carried out after immersion - Unscheduled Inspections AMM 05-50-00,6-24	-

5.9.15 AS350 B3 (Arriel 2D) Maintenance Activities that requires Functional Check Flights

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Autorotation Test (Section 8 FLM).	Adjustment - Main Rotor Flight Controls (single hydraulic version without AP) - Main Rotor Flight Controls AMM 67-10-00,5-1	If the "LOW PITCH" stop was adjusted,
2.		Adjustment - Main Rotor Flight Controls (dual hydraulic version without AP) - Main Rotor Flight Controls AMM 67-10-00,5-1	If the "LOW PITCH" stop was adjusted,

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
3.	Hover Flight (Section 8 FLM)	Adjustment - Single hydraulic main rotor flight controls (with Auto Pilot) - Main Rotor Flight Controls (with AP) AMM 67-10-01,5-1	If the "LOW PITCH" stop was adjusted,
4.		Adjustment - Main Rotor Flight Controls (dual hydraulic version with AP) - Main Rotor Flight Controls (with AP) AMM 67-10-01,5-1	If the "LOW PITCH" stop was adjusted,
5.		Diagnosis of anomalies through vibration analysis - Unscheduled Inspections AMM 05-50-00,6-21A	-
6.		Diagnosis of anomalies through vibration analysis using STEADY Control adjustment equipment - Unscheduled Inspections AMM 05-50-00,6-21B	-
7.		Procedure in the Event of Detection of Chips and / or Illumination of "MGB P" and / or "MGB TEMP" Warning Lights - TGB / MGB - Unscheduled Inspections AMM 05-50-00,6-1	If the "QT" is less than the criteria specified in the (20-08-01-601 MTC)
8.		Removal / Installation - Main Rotor Blades - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed
9.		Removal / Installation - Main Rotor Blade POST MOD 071497 - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed
10.		Installation - Main Rotor Hub POST MOD 076120 - Main rotor hub AMM 62-21-00,4-2	If the same main rotor hub is installed
11.		Assembly - Main Rotor Hub PRE MOD 076232 - Main rotor hub	If you did not replace parts of the main rotor hub during the disassembly

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
12.		AMM 62-21-00,4-4A Assembly - Main Rotor hub POST MOD 076232 - Main rotor hub AMM 62-21-00,4-4B	If no components of the main rotor hub were replaced during the disassembly.
13.		Assembly - Main rotor hub POST MOD 072668 - Main rotor hub AMM 62-21-00,4-4C	If no components of the main rotor hub replaced during disassembly.
14.		Removal / Installation - Rotor Mast - Rotor mast AMM 62-31-00,4-1A	If none of the components included in the main rotor hub or the equipped rotor mast were replaced
15.		Removal / Installation - Rotor Mast POST MOD OP3082 - Rotor mast AMM 62-31-00,4-1B	If none of the components included in the main rotor hub or the equipped rotor mast were replaced
16.		Removal / Installation - MGB / MRH Assembly - Main rotor drive AMM 63-00-00,4-1	If no components of the main rotor hub or the equipped rotor mast were replaced
17.		Level Flight (Section 8 FLM).	Diagnosis of anomalies through vibration analysis - Unscheduled Inspections AMM 05-50-00,6-21A
18.	Diagnosis of anomalies through vibration analysis using STEADY Control adjustment equipment - Unscheduled Inspections AMM 05-50-00,6-21B		-
19.	Adjustment / Test - Collective anticipator - ARRIEL 2D anticipator AMM 76-11-04,5-1		-
20.	Functional Check Flight (Section 8 FLM).	Procedure in the Event of Detection of Chips and / or Illumination of "MGB P" and / or "MGB TEMP" Warning Lights - TGB / MGB - Unscheduled Inspections AMM 05-50-00,6-1	When the "MGB TEMP" light on the warning / caution panel comes on

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
21.		Operation to be carried out after immersion - Unscheduled Inspections AMM 05-50-00,6-24	-

5.9.16 AS350 B2 Maintenance Activities that requires Rotor Track & Balance Flights

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Check of the Main Rotor Blade Track at Blade Tip – Main Rotor Blades AMM 62-11-00,6-4	Removal / Installation - Main Rotor Blades - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed and there is vibration. If the blade has been replaced.
2.		Removal / Installation - Main Rotor Blade POST MOD 071497 - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed and there is vibration. If the blade has been replaced
3.	Dynamic Balancing of the Rotor AMM 62-00-00,5-1	Removal / Installation - Main Rotor Blades - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed and there is vibration. If the blade has been replaced
4.		Removal / Installation - Main Rotor Blade POST MOD 071497 - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed and there is vibration. If the blade has been replaced
5.		Installation - Main Rotor Hub PRE MOD 076120 - Main rotor hub AMM 62-21-00,4-2	If the main rotor hub is replaced or after replacement of one of its components
6.		Installation - Main Rotor Hub POST MOD 076120 - Main rotor hub	If the main rotor hub is replaced or after

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
		AMM 62-21-00,4-2	replacement of one of its components
7.		Assembly - Main Rotor Hub PRE MOD 076232 - Main rotor hub AMM 62-21-00,4-4A	If you replaced parts of the main rotor hub during the disassembly
8.		Assembly - Main Rotor hub POST MOD 076232 - Main rotor hub AMM 62-21-00,4-4B	If components of the main rotor hub were replaced during the disassembly
9.		Assembly - Main rotor hub POST MOD 072668 - Main rotor hub AMM 62-21-00,4-4C	If components of the main rotor hub were replaced during the disassembly.
10.		Removal / Installation - Housing / Swashplates / Hub Coupling (Single Hydraulics) - Rotor Control AMM 62-33-00,4-1	If a pitch rod or a ball end was replaced.
11.		Removal / Installation - MGB / MRH Assembly - Main rotor drive AMM 63-00-00,4-1	If components of the main rotor hub or the equipped rotor mast were replaced.

5.9.17 AS350 B2 Maintenance Activities that requires Functional Check Flights

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
1.	Autorotation Test (Section 8 FLM).	Adjustment - Main Rotor Flight Controls (single hydraulic version without AP) - Main Rotor Flight Controls AMM 67-10-00,5-1	If the "LOW PITCH" stop was adjusted,
2.		Adjustment - Single hydraulic main rotor flight controls (with Auto Pilot) - Main Rotor Flight Controls (with AP) AMM 67-10-01,5-1	If the "LOW PITCH" stop was adjusted,
3.	Hover Flight	Diagnosis of anomalies through vibration	-

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
4.	(Section 8 FLM)	analysis - Unscheduled Inspections AMM 05-50-00,6-21A	
		Diagnosis of anomalies through vibration analysis using STEADY Control adjustment equipment - Unscheduled Inspections AMM 05-50-00,6-21B	-
5.	Hover Flight (Section 8 FLM)	Procedure in the Event of Detection of Chips and / or Illumination of "MGB P" and / or "MGB TEMP" Warning Lights - TGB / MGB - Unscheduled Inspections AMM 05-50-00,6-1	If the "QT" is less than the criteria specified in the (20-08-01-601 MTC)
6.		Removal / Installation - Main Rotor Blades - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed
7.		Removal / Installation - Main Rotor Blade POST MOD 071497 - Main rotor blades AMM 62-11-00,4-1	If the same blade is installed
8.		Installation - Main Rotor Hub PRE MOD 076120 - Main rotor hub AMM 62-21-00,4-2	If the same main rotor hub is installed
9.		Installation - Main Rotor Hub POST MOD 076120 - Main rotor hub AMM 62-21-00,4-2	If the same main rotor hub is installed
10.		Assembly - Main Rotor Hub PRE MOD 076232 - Main rotor hub AMM 62-21-00,4-4A	If you did not replace parts of the main rotor hub during the disassembly
11.		Assembly - Main Rotor hub POST MOD 076232 - Main rotor hub AMM 62-21-00,4-4B	If no components of the main rotor hub were replaced during the disassembly.

Reference	GAM/CAAM/CAME
Issue No.	4
Revision No.	1

No.	Maintenance Flight Test (MFT)	Maintenance Task	Condition
		Assembly - Main rotor hub POST MOD 072668 - Main rotor hub AMM 62-21-00,4-4C	If no components of the main rotor hub replaced during disassembly.
12.	Hover Flight (Section 8 FLM)	Removal / Installation - Rotor Mast - Rotor mast AMM 62-31-00,4-1A	If none of the components included in the main rotor hub or the equipped rotor mast were replaced
13.		Removal / Installation - MGB / MRH Assembly - Main rotor drive AMM 63-00-00,4-1	If no components of the main rotor hub or the equipped rotor mast were replaced
14.	Level Flight (Section 8 FLM).	Diagnosis of anomalies through vibration analysis - Unscheduled Inspections AMM 05-50-00,6-21A	-
15.		Diagnosis of anomalies through vibration analysis using STEADY Control adjustment equipment - Unscheduled Inspections AMM 05-50-00,6-21B	-
16.	Functional Check Flight (Section 8 FLM).	Procedure in the Event of Detection of Chips and / or Illumination of "MGB P" and / or "MGB TEMP" Warning Lights - TGB / MGB - Unscheduled Inspections AMM 05-50-00,6-1	When the "MGB TEMP" light on the warning / caution panel comes on
17.		Operation to be carried out after immersion - Unscheduled Inspections AMM 05-50-00,6-24	-
18.	Section 8.3 FLM	Adjusted F.C.U tests (except electrical) ARRIEL 1 D1, EMM 73-21-00-700-801-A01	-