



*Directorate General Technical Airworthiness*

**OFI (1 of 6)**

<b>NO.</b>	<b>FINDINGS</b>	<b>REGULATION</b>	<b>CATEGORY</b>
1 of 6	<p>Ref:</p> <ol style="list-style-type: none"><li>GAM/DGTA/CAME/03 Issue 1 Rev 0 dated 21 June 23, Para 1.10.B. - Organisational Structure, Duties and Responsibilities.</li><li>Minutes of Meeting MRB Annual January – December 2023 Meeting (Refer: GAM/REL/24/01) dated 1 February 2024.</li></ol> <p>The Maintenance Review Board (MRB), as part of the Aircraft Reliability Programme, is scheduled to meet monthly as stated in the CAME according to Ref#1. However, it was agreed in meetings to shift the MRB to a quarterly schedule as per Ref#2, due to the small aircraft fleet resulting in insufficient data collection over a month. The audit recommends that the CAMO update the procedure in the CAME to reflect this change from monthly to quarterly meetings.</p>	<p>M.A.708(b)2.(i) Continuing Airworthiness Management</p> <p>Develop and control the AMP for the aircraft managed including any applicable reliability programme.</p>	OFI



# Directorate General Technical Airworthiness

**REF #1**

**REF #2**

	Continuing Airworthiness Management Exposition (CAME)	
	Issue No.	1
	Revision No.	0

a) monitor the effectiveness of the maintenance program tasks;

b) evaluate whether the tasks periodicity is adequate with regards to spares utilisation, established defects, malfunctions and damage recorded;

c) identify components and systems that deviates from its expected pattern of behaviour;

d) recognize the need for corrective actions;

e) establish the corrective actions;

f) determine the effectiveness of the implemented corrective actions.

**1.10.B. Organisational Structure, Duties and Responsibilities**

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

- a) CAM Manager or his/her delegate
- b) QM or his/her delegate
- c) EM or his/her delegate
- d) Technical Services Engineer
- e) Logistic supervisor

**1.10.C. Establishment of Reliability Data**

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;

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CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION MINUTES OF MEETING																							
No.	Past Agenda/Matters	Action By	Remarks																				
	To clarify the confusion on the Compressor Pack Fail Analysis on the Component Reliability Section.		replacement of the compressor pack for M72-01 (UW/M72-01/23 – 040).  <b>Update:</b> Upon checking, TSE found out that the reason stated in the worksheet is in fact correct, including the location. Nevertheless, compressor pack, aft and fwd were being removed and replaced within the same worksheet. Closed.																				
<b>2.6. Q&amp;A Session</b>																							
2.6.1	To include necessary addition from previous format of Reliability Report 2023.	TSE	EM suggested TSE to include the Aircraft Structural Defect as per the previous Reliability Report format. EM also suggested for the fleet AW109E to be included as well in the upcoming MRB meeting.  <b>Update:</b> Committee agreed with the decision and TSE to include both items in the next report. To be included.																				
<b>3. Closing</b>																							
3.1	Next meeting shall discuss MRB Meeting Quarterly (January – March 2024) on 25 <sup>th</sup> April 2024. Meeting adjourned at 11.20 am.	All	SMM requested for the MRB Meeting of 2024 to be held in each quarter, instead of monthly.  <b>Update:</b> Committee agreed, nevertheless CAMM remind that the Reliability Report is to be submitted before the 25th every month.																				
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**SMM requested for the MRB Meeting of 2024 to be held in each quarter, instead of monthly.**

**Update:**  
Committee agreed, nevertheless CAMM remind that the Reliability Report is to be submitted before the 25th every month.