

ENGINEERING PROCEDURE MANUAL

IDENTIFICATION AND CONTROL OF CRITICAL TASK

1.0 Citation

- 1.1 This EPM is cited as EPM 5-03, Issue 2, [Revision 3](#): Identification and control of critical task.

2.0 Objective

- 2.1 To ensure the Critical tasks are correctly identified.
- 2.2 Appropriate maintenance action can be performed following a critical task to prevent errors that may lead to catastrophe.

3.0 Interpretation

- 3.1 Critical task means a maintenance task that involves the assembly or disturbance of a system on any part of an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety.
- 3.2 Control system is defined as a system by which the flight path, attitude or propulsive force of an aircraft is changed, including the flight, engine and propeller controls, the related system controls and associated operating mechanism

4.0 Applicability

- 4.1 Applicable to all maintenance personnel

5.0 Non-Compliance

- 5.1 Any person who contravenes any provision in this EPM commits an offence against the EPM and MOE of GAM. As these are the basis of GAM's Part 145 Approval, it denotes an offence against the requirements of CAAM
- 5.2 Offenders may be subjected to investigation by the company. On conviction, he or she may be liable to actions as per the legal framework of labour law of Malaysia.

6.0 References and Compliances

- 6.1 MOE 2.23 Control of Critical Task

7.0 Documentation

- 7.1 Work Sheet (ref: GAM/CAMO-005)

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8.0 List of system that require Independent Inspection

- 8.1 Error capturing methods are those action defined in GAM MOE 2.23 Control of Critical Task to detect maintenance errors made when performing maintenance.
- 8.2 One of the methods is the Independent Inspection as defined in GAM MOE 2.23 Control of Critical Task for the work and the disturbance of the system in combination of several actions. (Visual inspection, operational inspection, functional test, rigging check) may be necessary in some cases.
- 8.3 System listed in this chapter but not limited to, shall require Independent Inspection prior to release to service.

Main system	Subsystem	Component
Flight Control	Main Rotor	Main Rotor associated component e.g., Blade, Hub, Damper, Elastomeric Bearing, Pitch Change Rod, Swashplate, Scissor, Droop Stop and Horn.
	Tail Rotor	Tail Rotor associated component e.g., Blade, Hub, Damper, Pitch Change Rod, Spider, Scissor and Elastomeric Bearing.
	Main Gearbox / Transmission / Drive shaft	MGB and associated component e.g., Strut, Anti Torque Beam, Input Shaft, Output Shaft, Couplings, Tail Drive Shaft, Hangar Bearing, Damper and MGB Modules
	Intermediate and Tail Gearbox	IGB and TGB and associated component e.g., Input Flange, Output Flange and Couplings.
	Cyclic Control	Cyclic associated component e.g., Main Servocontrol Actuator, Torque Tube, Rods, Cable, Bellcrank and Lever
	Collective Control	Collective associated component e.g. Main Servocontrol Actuator, Torque Tube, Mixing Unit, Rods, Cable, Bellcrank and Lever
	Yaw Control	Yaw associated component e.g., Tail Servocontrol Actuator, Torque Tube, Rudder, Aileron, Rods, Cable, Bellcrank and Lever
	Pitch Control	Pitch associated component e.g., Elevator, Horizontal Stabilizer, Torque Tube, Rods, Cable, Bellcrank and Lever

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Main system	Subsystem	Component
Flight Control (cont'd)	Roll Control	Roll associated component e.g., Aileron, Torque Tube, Rods, Cable, Bellcrank and Lever
	Lift and Drag Control	Lift associated component e.g., Spoiler, Flap, Slat, Torque Tube, Rods, Cable, Bellcrank and Lever
Auto Pilot	Auto Pilot System	Autopilot associated component e.g., Trim Actuator, Linkage, Control Panel and Avionic boxes
	Stability Augmentation System (SAS)	SAS associated component e.g., Linear Actuator, Linkage, Control Panel and Avionic boxes
Fuel System	Fuel Transfer	Fuel Transfer associated component e.g., Transfer Pump, Check Valve and Pipeline.
Vibration Control	Active Vibration Control System	AVCS associated component e.g. Centrifugal Force Generator, Control Panel and Control Box.
	Passive Vibration Control System	E.g., Mast Vibration Absorber, Passive Vibration Absorber and associated component.
Propulsion Control	Engines	Engine and associated component e.g., Fuel Nozzle, Starter-Generator, Trust Reverser, Pump, Fuel Control unit, Torque Tube, Rods, Cable, Bellcrank and Lever.
	Propeller	Propeller and associated component e.g. slip ring, reduction gearbox, propeller control unit, Torque Tube, Rods, Cable, Bellcrank and Lever
	Rigging and Adjustment	Engine and Propeller control adjustment associated component e.g., FCU lever, Push-Pull rod.

- 8.4 The Independent Inspection (ID) column will be embedded in the worksheet by CAMO. If the LAE performing the critical task require the needs of ID but the ID column is not in the work sheet, he will be responsible to generate Unschedule Maintenance Worksheet and register it accordingly for the added requirement for ID following the Critical task.
- 8.5 The EIC shall ensure the availability of personnel to legally certify the Independent Inspection performed.

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9.1 Authorized Person to perform and certify Independent Inspection

9.1 Person authorized to perform and certify the ID is

- a. LAE rated on the aircraft type
- b. LAE rated on the similar aircraft type. The utilizing of this condition is based on adhoc basis in base or line maintenance. The LAE is required to request the authorization by email to QAM. The evidence of the request and authorization must be attached in the worksheet.

10. Reinspection

10.1 Reserved

11. Cancellation

This issue cancels EPM 5-03 Issue 2, Rev 0 dated 31 Oct 2021, which should be destroyed.

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