

Alternative Means of Compliance with an Airworthiness Requirement

The Belgian Civil Aviation Authority, on behalf of Belgium, approves the following AltMoC:

Implementing rule(s)	Reg 1321/2014 Annex Vc
Existing AMC	AMC1 CAMO.A.305(c) Personnel requirements
AltMoC	
<p>As an existing Safety Manager already approved by the CAA in the AOC Management System according to Regulation (EU) No. 965/2012, for an Air Carrier licensed pursuant to Regulation (EC) No. 1008/2008, and assisted by additional safety personnel in accordance with GM1 CAMO.A.305(a)(5), in order to meet the requirement of Part CAMO, the person should demonstrate he/she has successfully completed the following:</p> <ul style="list-style-type: none"> i. A course covering all aspects of Annex I (Part M) of Regulation (EU) No 1321/2014; ii. Recorded practical training working with staff within the Operator's CAMO department for a minimum of 14 days, gaining comprehensive knowledge of the following: <ul style="list-style-type: none"> (1) Development of Aircraft Maintenance Programme (AMP) (2) Aircraft Reliability Programmes (3) Maintenance Steering Group methodology and Maintenance Review Board process, (4) Continuing airworthiness tasks and general principles (5) Continued airworthiness concepts and principles (6) Maintenance planning activities (maintenance planning tasks and control, work-order issuing, Release to Service and Work Report recording, maintenance records control) (7) How the CAMO deals with entries in the technical log of the aircraft (TLB) (8) If necessary, relationship between the CAMO and the subcontractor (9) Airworthiness review, if applicable (10) Further tasks for continuing airworthiness according to Part-M, Subsection C (11) Further tasks of the CAMO according to CAMO.A.315 (12) Organisation's CAME (13) Applicable regulations; iii. Recorded practical training working with staff within the Operator's AMO department or the maintenance organization contracted by the CAMO for a minimum of at least 7 days, preferably during the maintenance of an aircraft which is managed by the CAMO, gaining comprehensive knowledge of the following: <ul style="list-style-type: none"> (1) Maintenance standards and methods; iv. A relevant aviation qualification that demonstrates the applicant's adequate understanding/knowledge of engineering principles, e.g. ATPL for one of the supervised models. <p>The relationship between the Safety Manager and the additional safety personnel shall be clearly defined in the exposition with a clear outline of the delegated responsibilities. The Safety Manager remains the unique focal point. Any change to the personnel structure applied under this alternative means of compliance shall be notified to the authority in line with CAMO.A.130(a)(2).</p>	

Koen Milis
Director General

Date of approval: see signature