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| **Guide “CAME Del-T Chapters”** |

Uppdaterad enligt:

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| AMC 2015/029/R | AMC 2016/011/R | AMC2020/002/R |
| NA | Y | Y |

Denna guide är baserad på "Appendix I to AMC T.A.704 Continuing airworthiness management exposition (CAME) och är avsedd att underlätta implementering av Del-T för luftvärdighetsorganisation som har luftfartyg från tredje land.

Guide CAME Del-T Chapters kompletterar guide CAME Chapters som är baserad på "Appendix V to AMC M.A.704" alternativt AMC1 CAMO.A.300

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| **Företag:** |  |
| **Tillstånds ref:** | SE. |
| **CAME rev/utgåva:** |  |
| **Ärendenummer:** |  |
| **Granskad av:** |  |
| **Datum:** |  |

Transportstyrelsen fråntar sig ansvar för att samtliga regler är omhändertagna och att text helt överstämmer med gällande regler.

Kontroll av att gällande regelkrav är beaktade, utförd: [ ]  Kommentar:

| **Subject** | **CAME ref.** | **Remarks, Comments, OK or N/A** |
| --- | --- | --- |
| **PART 0 GENERAL ORGANISATION SAFETY POLICY AND OBJECTIVES** | **-** | **-** |
| * 1. **Safety policy, objectives and accountable manager statement**
 |  |  |
| * 1. **General Information** **and scope of work**
 |  |  |
| c) Scope of work - Aircraft managed |  |  |

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| **6.1 CONTINUING AIRWORTHINESS MANAGEMENT** | **-** | **-** |
| **6.1.1 Aircraft continuing airworthiness records system**  |  |  |
| a) Aircraft continuing airworthiness records system and aircraft technical log |  |  |
| b) Minimum equipment list (MEL) procedures |  |  |
| **6.1.2 Aircraft maintenance programme**  |  |  |
| **6.1.3 Time and continuing airworthiness records, responsibilities, retention and access**  |  |  |
| a) Recording of hours and cycles |  |  |
| b) Records |  |  |
| c) Preservation of records |  |  |
| d) Transfer of continuing airworthiness records |  |  |
| **Subject** | **CAME ref.** | **Remarks, Comments, OK or N/A** |
| **6.1.4 Accomplishment and control of mandatory safety information (MSI) issued by the State of Registry and the Agency** |  |  |
| a) MSI acquisition |  |  |
| b) MSI decision |  |  |
| c) MSI control |  |  |
| 1. MSI is not applicable
 |  |  |
| 1. MSI is applicable
 |  |  |
| **6.1.5 Modification and repairs** |  |  |
| **6.1.6 Defect reports** |  |  |
| a) Analysis |  |  |
| b) Liaison with type certificate holders and regulatory authorities |  |  |
| C) Deferred defect policy |  |  |
| **6.1.7 Reliability Programmes** |  |  |
| a) airframe, b) propulsion, c) component.  |  |  |

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| **Subject** | **CAME ref.** | **Remarks, Comments, OK or N/A** |
| **6.1.8 Pre-flight inspections** |  |  |
| a) Preparation of aircraft for flight, b) Subcontracted ground-handling function, c) Security of cargo and baggage loading, d) Control of refuelling, quantity/quality, e) Control of snow, ice, residues from de-icing or anti-icing operations, dust and sand contamination to an approved standard.  |  |  |
| **6.1.9 Aircraft weighing** |  |  |
| **6.1.10 Check flight procedures** |  |  |
| **6.2 CONTRACTED MAINTENANCE** | **-** | **-** |
| **6.2.1 Procedures for contracted maintenance** |  |  |
| a) Procedures for the development of maintenance contractsb) Maintenance contractor selection procedure |  |  |
| **6.2.2 Audit of aircraft** |  |  |
| a) Audit of aircraft before lease b) Audit of aircraft during lease |  |  |