

# MOZAMBIQUE CIVIL AVIATION TECHNICAL STANDARDS



## PART 145

### APPROVED MAINTENANCE ORGANIZATIONS

**REGISTER OF REVISIONS**

| #  | DATE RECEIVED | DATE INSERTED | INSERTED BY | SIGNATURE |
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**LIST OF EFFECTIVE PAGES**

The list of effective pages below will be used to assist in keeping track of revisions and updates to the **Mozambique Civil Aviation Technical Standards – Part 145 – Approved Maintenance Organizations**. The list shows the number of the last revision for each page of the Mozambique Civil Aviation Technical Standards. Accordingly, with each revision to the Mozambique Civil Aviation Technical Standards a new list of effective pages will be published and distributed to all Mozambique Civil Aviation Technical Standards holders.

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## 145.01.5 RATINGS AND CATEGORIES OF RATINGS

- (1) In addition to the granting of ratings for named types of aircraft, engines and items of equipment for aircraft maintenance organization approvals, ratings will be granted for the classes of aircraft, engines and items of equipment shown below. The following ratings are issued under this Subpart:
  - (2) Categories A and B - Airframe ratings (Aeroplane):
    - (a) Class 1: Composite construction of small aircraft.
    - (b) Class 2: Composite construction of large aircraft.
    - (c) Class 3: All-metal construction of small aircraft.
    - (d) Class 4: All-metal construction of large aircraft.
  - (3) Categories C and D - Powerplant ratings:
    - (a) Class 1: Reciprocating engines of 400 horsepower or less.
    - (b) Class 2: Reciprocating engines of more than 400 horsepower.
    - (c) Class 3: Turbine engines.
  - (4) Category E – Airframe ratings (Helicopters):
    - (a) Class 1: Rotorcraft powered by reciprocating engines.
    - (b) Class 2: Rotorcraft powered by turbine jet engines, with a maximum certificated mass of 3 180 kg or less.
    - (c) Class 3: Rotorcraft powered by turbine jet engines, with a maximum certificated mass exceeding 3 180 kg.
  - (5) Category W and/or X as applicable

### Instrument ratings.

- i. Class 1: Mechanical: Any diaphragm, bourdon tube, aneroid, optical, or mechanically driven centrifugal instrument that is used on aircraft or to operate aircraft, including tachometers, airspeed indicators, pressure gauges, drift sights, magnetic compasses, altimeters, or similar mechanical instruments.
- ii. Class 2: Electrical: Any self-synchronous and electrical indicating instruments and systems, including remote indicating instruments, cylinder head temperature gauges, or similar electrical instruments.
- iii. Class 3: Gyroscopic: Any instrument or system using gyroscopic principles and motivated by air pressure or electrical energy, including automatic pilot control units, turn and bank indicators, directional gyros, and their parts, and flux gate and gyrosyn compasses.

- iv. Class 4: Electronic: Any instruments whose operation depends on electron tubes, transistors, electronic displays, or similar devices including capacitance type quantity gauges, system amplifiers, and engine analysers.

Avionics/radio ratings:

- i. Class 1: Communication equipment: Radio transmitting equipment or receiving equipment, or both, used in aircraft to send or receive communications, regardless of carrier frequency or type of modulation used; including auxiliary and related aircraft interphone systems, amplifier systems, electrical or electronic intercrew signalling devices, and similar equipment; but not including equipment used for navigation of the aircraft or as an aid to navigation, equipment for measuring altitude or terrain clearance, other measuring equipment operated on radio or radar principles, or mechanical, electrical, gyroscopic, or electronic instruments that are a part of communications avionics equipment.
- ii. Class 2: Navigational equipment: A radio system used in aircraft for en-route or approach navigation, to include the flight director system, except equipment operated on radar or pulsed radio frequency principles, but not including equipment for measuring altitude or terrain clearance or other distance equipment operated on pulsed radio frequency principles.
- iii. Class 3: Pulsed equipment: Any aircraft electronic system operated on pulsed radio frequency principles.

Accessory ratings.

- i. Class 1: Mechanical. The accessories that depend on friction, hydraulics, mechanical linkage, or pneumatic pressure for operation, including aircraft brakes, mechanically driven pumps, carburetors, aircraft wheel assemblies, shock absorber struts and hydraulic servo units.
- ii. Class 2: Electrical. The accessories that depend on electrical energy for its operation, and generators, including starters, voltage regulators, electric motors, electrically driven fuel pumps, magnetos, or similar electrical accessories.
- iii. Class 3: Electronic. The accessories that depend on the use of an electron tube transistors, or similar device, including supercharger, temperature, air conditioning controls, or similar electronic controls.

Propeller ratings:

- i. Class 1: Fixed-pitch and ground-adjustable propellers of wood, metal or composite construction.
- ii. Class 2: Other propellers, by make.

**MOZ-CATS-AMO: 145.01.6 OMA LIMITED RATINGS**

- (1) Whenever the Authority finds it appropriate, it may issue a limited rating to an OMA that maintains or alters only a particular type of airframe, powerplant, propeller, radio, instrument, or accessory, or parts thereof, or performs only specialised maintenance requiring equipment and skills not ordinarily found in an OMA. Such a rating may be limited to a specific model aircraft, engine, or constituent part, or to any number of parts made by a particular manufacturer.
  
- (2) Limited ratings are issued for:
  - (a) Airframe of a particular make and model;
  - (b) Powerplants of a particular make and model;
  - (c) Propellers of a particular make and model;
  - (d) Radio equipment of a particular make and model;
  - (e) Instruments of a particular make and model;
  - (f) Accessories of a particular make and model;
  - (g) Landing gear components;
  - (h) Floats, by make;
  - (i) Non-destructive inspection, testing, and processing;
  - (j) Emergency equipment;
  - (k) Rotor blades, by make and model;
  - (l) Aircraft fabric work; and
  - (m) Any other purpose for which the Authority finds the applicant's request appropriate.
  
- (3) Specialised service ratings. A specialised service rating may be issued to a maintenance organisation to perform specific maintenance or processes. The operations specifications of the approved maintenance organisation must identify the specification used in performing that specialised service. The specification may be:
  - A civil or military specification that is currently used by industry and approved by the Authority; or
  - A specification developed by the approved maintenance organisation and approved by the Authority.

**145.02.3 MAINTENANCE ORGANISATION CERTIFICATE**

(1) Following is a sample AMO certificate.

|  |  |             |
|--|--|-------------|
|    |  |             |
| <b>CERTIFICADO DE ORGANIZAÇÃO DE MANUTENÇÃO APROVADA</b><br><b>AIRCRAFT MAINTENANCE ORGANISATION APPROVAL</b>  |  |             |
| <b>1. Número do Certificado:</b><br><i>Approval Number:</i>  | <b>2. Válido até:</b><br><i>Expiry Date:</i>         |             |
| <b>3. Qualificações:</b><br><i>Category Rating:</i>  |  |             |
| <b>4. Nome do Titular:</b><br><i>Name of Holder:</i>   |  |             |
| <b>5. Endereço físico do Titular:</b><br><i>Physical address of Holder:</i>  | <b>6. Endereço Postal:</b><br><i>Postal Address:</i> |             |
| <b>7. Previlégios da Aprovação:</b><br><i>Privileges of Approval:</i>  |  |             |
| <p><b>8.</b> A Organização é através deste autorizada a operar como uma Organização de Manutenção Aprovada. As respectivas especificações operacionais constam em anexo como parte do certificado emitido a favor da Organização acima referida. A OMA deverá somente exercer os privilégios conforme estipulado nas referidas especificações.</p> <p><i>The Organization is hereby authorized to operate as an Aircraft Maintenance Organization. The operations specification (Ops Specs) is attached hereto as part of the approval issued to the above organization and should be treated as part of the legal requirements. The organization may only exercise privileges as stipulated in its specific operating specifications.</i></p> |  |             |
| <p><b>9.</b> Certifica-se que o Titular deste Certificado foi devidamente aprovado de acordo com a parte 145 e cumpre em todos os aspetos com os requisitos desta parte dos regulamentos de Aviação Civil de Moçambique (MOZ-CAR's). Este certificado manter-se-à válido a não ser que tenha sido cancelado, suspenso, revogado, ou tenha expirado.</p> <p><i>I hereby certify that the holder of this approval has been duly approved in accordance with Part 145 of the Mozambique Civil Aviation Regulations. This certificate shall continue in effect unless cancelled, suspended, revoked or expired.</i></p>  |  |             |
| <hr/> <b>O Director Geral do IACM</b><br>Director General - IACM   | <hr/> <b>Data de Emissão</b><br>Date of Issue        |             |
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APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

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APPROVED MAINTENANCE ORGANISATION

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| A 2 Definitions and Abbreviations | 00/00/00          |                      |
| A 3 Ratings and Limitations       | 00/00/00          |                      |
| A 4 To Be Developed               | 00/00/00          |                      |
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APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

APPROVED MAINTENANCE ORGANISATION

**PART A1- Issuance and Applicability**

a. These operations specifications are issued to \_\_\_\_\_, an Approved Maintenance Organisation. The approved maintenance organisation certificate holder shall conduct operations in accordance with MOZ-CAR Part 145 and these operations specifications.

The certificates holder's address:

Fixed Location

Mailing Address

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

b. The holder of these operations specifications is the holder of Certificate Number \_\_\_\_\_ and shall hereafter be referred to as the certificate holder.

c. These operations specifications are issued as part of this Approved Maintenance Organisation Certificate, and are in effect as of the Effective Date. This certificate and operations specifications shall remain in effect until \_\_\_\_\_.

Effective date \_\_\_\_\_

**APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS**

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**PART A2- Definitions and Abbreviations**

Unless otherwise defined in these operations specifications, all words, phrases, definitions, and abbreviations have identical meanings to those used in the Mozambique Civil Aviation Regulations and Civil Aviation Law, as amended. Additionally, the definitions listed below are applicable to operations conducted in accordance with these operations specifications.

|  |   |
|--|---|
| <b>AOC</b>                                 | Air Operator Certificate  |
| <b>AMO</b>                                 | Approved Maintenance Organisation   |
| <b>IACM</b>                                | Instituto de Aviação Civil de Moçambique  |
| <b>MOZ-CAR</b>                             | Mozambique Civil Aviation Regulations   |
| <b>Certificate Holder</b>                  | In these operations specifications the term “certificate holder” shall mean the holder of the approved maintenance organisation certificate described in these operations specifications in Part A paragraph A 1 and any of its officers, employees, or agents used in the conduct of operations under this certificate.  |
| <b>Class Rating</b>                        | As used with respect to the certification, ratings, privileges, and limitation of aircraft, powerplant, propeller, radio, instrument and accessories within a category having similar operating characteristics.  |
| <b>Exemption Authority</b>                 | An authorisation that provides relief from specified sections of MOZ-CAR, provided that the Authority finds that the circumstances presented warrant the exemption and that a level of safety will be maintained equal to that provided by the rule from which the exemption is sought. The Exemption authority must meet the procedural requirements of MOZ-CAR Part 145 and MOZ CAR Part 1. |
| <b>Limited Rating</b>                      | Rating issued to AMOs for the performance on particular makes and s of airframes, powerplants, propellers, radios, instruments, accessories, and/or parts.  |
| <b>Limited Rating-Specialised Services</b> | Rating issued for a special maintenance function when the function is performed in accordance with a specification or data acceptable to the IACM.  |
| <b>Maintenance</b>                         | The inspection, overhaul, repair, preservation, and replacement of parts, but excludes preventive maintenance.  |
| <b>MCM</b>                                 | Maintenance Control Manual  |
| <b>MPM</b>                                 | Maintenance Procedures Manual   |
| <b>Preventive Maintenance</b>              | As defined in Civil Aviation Technical Standart Part 43, maintenance work that does not involve complex assembly operations.  |
| <b>Substantial Maintenance</b>             | Any activity involving a C-check (routine airframe maintenance) or greater maintenance; any engine maintenance requiring case separation or teardown; and/or major alterations or major repairs performed on airframes, engines, or propellers.   |

Effective date \_\_\_\_\_

**APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS**

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**PART A3- Ratings and Limitations**

The Certificate Holder is authorised the following Ratings and/or Limitations:

**CLASS RATINGS**

|  |  |
|--|--|
|  |  |
|  |  |
|  |  |

**LIMITED RATINGS**

| <u>Ratings</u> | <u>Manufacture</u> | <u>Make/Model</u> | <u>Limitations</u> | <u>Capability List<br/>Number &amp; Date</u> |
|----------------|--------------------|-------------------|--------------------|--|
|                |                    |                   |                    |  |
|                |                    |                   |                    |  |
|                |                    |                   |                    |  |
|                |                    |                   |                    |  |
|                |                    |                   |                    |  |
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|                |                    |                   |                    |  |
|                |                    |                   |                    |  |
|                |                    |                   |                    |  |

**LIMITED RATINGS-SPECIALISED SERVICE**

| <b>Rating</b> | <b>Specifications</b> | <b>Limitations</b> |
|---------------|-----------------------|--------------------|
|               |                       |                    |
|               |                       |                    |
|               |                       |                    |
|               |                       |                    |

Effective date \_\_\_\_\_

APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**PART A 5- Exemption Authority**

The certificate holder is authorised to perform operations in accordance with the provisions, conditions, and/or limitations set forth in the following deviations listed in the table below.

a. Deviations:

| Exemption Reference | Date of Exemption | Date of Termination | Remarks/Reference |
|---------------------|-------------------|---------------------|-------------------|
|                     |                   |                     |                   |
|                     |                   |                     |                   |
|                     |                   |                     |                   |
|                     |                   |                     |                   |
|                     |                   |                     |                   |
|                     |                   |                     |                   |
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Effective date \_\_\_\_\_

**APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS**

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**OPERATIONS SPECIFICATIONS (OpsSpecs)**

APPROVED MAINTENANCE ORGANISATION

**PART A7- Designated Persons**

a. The personnel listed in the following table are designated by the Accountable Manager to officially apply for and receive operations specifications for the certificate holder indicated in Part A paragraph A 1 of these operations specifications.

| Title | Name | Part/Paragraph Authorised |
|-------|------|---------------------------|
|       |      |                           |
|       |      |                           |
|       |      |                           |
|       |      |                           |

Effective date \_\_\_\_\_

APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS

Issued to: .....

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Effective date\_\_\_\_\_

**APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS**

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**PART D1- Work to be performed at a place other than the AMOs Fixed Location**

a. Except as otherwise specified in paragraph D 2, the certificate holder may perform work at a place other than its Fixed Location under special circumstances provided it has the facilities, material, equipment and technical personnel to perform the work authorised in the following table.

| Work Authorised | Maintenance Procedures Manual Reference |
|-----------------|---|
|                 |   |
|                 |   |
|                 |   |
|                 |   |
|                 |   |
|                 |   |

b. The certificate holder **may not** perform **continuous** operation at a facility other than the organisation's fixed Location listed in Part A paragraph A 1.

Effective date\_\_\_\_\_



**APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS**

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**PART D2- Air Carrier Geographic Authorisation**

a. The certificate holder may perform work at a place other than its Fixed Location in support of a specific AOC Holder provided it has the facilities, material, equipment, technical data, and technical personnel to perform the work authorised in accordance with the provisions, conditions, and/or limitations set forth in the following table.

| Location | AOC Holder | AOC Maintenance Contract Number | Aircraft Model | AOC MCM Reference | AMO MPM Reference | Provisions/ Conditions/ Limitations |
|----------|------------|---------------------------------|----------------|-------------------|-------------------|-------------------------------------|
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |
|          |            |                                 |                |                   |                   |                                     |

b. The certificate holder is limited to the model of aircraft listed above specific to the AOC Holder identified.

Effective date\_\_\_\_\_

**APPROVED MAINTENANCE ORGANISATION OPERATIONS SPECIFICATIONS**

Issued to: .....

Approved Maintenance Organisation Certificate No: .....

**Verso**

The certificate number on the reverse side of this form identifies the certificate holder whose name appears in Part A 1 of these Operations Specifications.

1. The Civil Aviation Authority issues the Operations Specifications appearing on the reverse side to the certificate holder.

2. The certificate holder hereby makes application for the Operations Specifications appearing on the reverse side (if this application amends previously approved Operations Specifications, briefly describe changes).

Supporting Data (if insufficient space, attach additional page)

I certify that the statements submitted as supporting data are true and that I am duly authorised to make this application on behalf of the certificate holder.

|   |   |       |
|---|---|-------|
| Title   | Signature                                       | Date  |
| 3. The Operations Specifications set forth on the reverse side are approved.  |   |       |
| Effective Date: _____   | By direction of the President of Civil Aviation |       |
| Amendment No. _____   | _____   |       |
|   | Signature/Title of Authorised Inspector         |       |
| 4. I hereby accept and receive the Operations Specifications appearing on the reverse side on behalf of the certificate holder. |   |       |
| Accountable Manager _____   | _____   | _____ |
| Title   | Signature                                       | Date  |

**MOZ-CATS-AMO: 145.03.2 Housing and facility requirements**

- (1) For ongoing maintenance of aircraft, aircraft hangars shall be available and large enough to accommodate aircraft during maintenance activities.
  
- (2) Where the hangar is not owned by the AMO, it is recommended to:
  - (a) Establish proof of authorisation to use hangar;
  - (b) Demonstrate sufficiency of hangar space to carry out planned base maintenance by preparing a projected aircraft hangar visit plan relative to the maintenance program;
  - (c) Update the aircraft hangar visit plan on a regular basis;
  - (d) Ensure, for aircraft component maintenance, aircraft component workshops are large enough to accommodate the components on planned maintenance;
  - (e) Ensure aircraft hangar and aircraft component workshop structures prevent the ingress of rain, hail, ice, snow, wind and dust, etc.;
  - (f) Ensure workshop floors are sealed to minimise dust generation; and
  - (g) Demonstrate access to hangar accommodation for usage during inclement weather for minor scheduled work and/or lengthy defect rectification.
  
- (3) Aircraft maintenance staff shall be provided with an area where they may study maintenance instructions and complete maintenance records in a proper manner.

*Note: It is acceptable to combine any or all of the above requirements into one office subject to the staff having sufficient room to carry out assigned tasks.*

- (4) Hangars used to house aircraft together with office accommodation shall be such as to ensure a clean, effective and conformable working environment.
  - (a) Temperatures should be maintained at a comfortable level.
  - (b) Dust and any other airborne contamination should be kept to a minimum and not permitted to reach a level in the work task area where visible aircraft/component surface contamination is evident.
  - (c) Lighting should be such as to ensure each inspection and maintenance task can be carried out.
  - (d) Noise levels should not be permitted to rise to the point of distracting personnel from carrying out inspection tasks. Where it is impractical to control the noise source, such personnel should be provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks.

- (5) Where a particular maintenance task requires the application of specific environmental conditions different to the foregoing, then such conditions shall be observed. (Specific conditions are identified in the approved maintenance instructions.)
- (6) Where the working environment for line maintenance deteriorates to an unacceptable level with respect to temperature, moisture, hail, ice, snow, wind, light, dust/other airborne contamination, the particular maintenance or inspection tasks shall be suspended until satisfactory conditions are re-established.
- (7) For both base and line maintenance where dust or other airborne contamination results in visible surface contamination, all susceptible systems shall be sealed until acceptable conditions are re-established.
- (8) Storage facilities for serviceable aircraft components shall be clean, well ventilated and maintained at an even dry temperature to minimise the effects of condensation.
- (9) Manufacturer and standards recommendations shall be followed for specific aircraft components.
- (10) Storage racks shall provide sufficient support for large aircraft components such that the component is not distorted.
- (11) All aircraft components, wherever practicable, shall remain packaged in protective material to minimise damage and corrosion during storage.

**MOZ-CATS-AMO: 145.03.3 Equipment, tools, and material**

- (1) All applicable tools, equipment, and test equipment used for product acceptance and/or for making a finding of airworthiness shall be traceable to the national standards or any other standard acceptable to the Authority.
- (2) Except as provided in paragraph (1), in the case of foreign manufactured tools, equipment, and test equipment, the standard provided by the country of manufacture may be used if approved by the Authority.
- (3) Where the manufacturer specifies a particular tool, equipment, or test equipment then that tool, equipment, or test equipment shall be used unless the manufacturer has identified the use of an equivalent.
- (4) Except as provided in paragraph (3), tools, equipment, or test equipment other than that recommended by the manufacturer will be acceptable based on at least the following:
  - (a) The AMO shall have a procedure in the Maintenance Procedure Manual if it intends to use equivalent tools, equipment, or test equipment other than that recommended by the manufacturer.
  - (b) The AMO shall have a program to include:
  - (c) A description of the procedures used to establish the competence of personnel that make the determination of equivalency to tools, equipment, or test equipment.

- (d) Conducting and documenting the comparison made between the specification of the tool, equipment or test equipment recommended by the manufacturer and the equivalent tool, equipment, or test equipment proposed.
- (e) Ensuring that the limitations, parameters, and reliability of the proposed tool, equipment, or test equipment are equivalent to the manufacturer's recommended tools, equipment, or test equipment.
- (f) Ensuring that the equivalent tool, equipment, or test equipment is capable of performing the appropriate maintenance function, all normal tests, or calibrations, and checking all parameters of the aircraft or aeronautical product undergoing maintenance or calibration.
- (g) The AMO shall have full control of the equivalent tool, equipment, or test equipment (i.e. ownership, lease, etc.)
- (5) An AMO approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms/docking such that the aircraft may be properly inspected.
- (6) The AMO shall have a procedure to inspect/service and, where appropriate, calibrate tools, equipment, and test equipment on a regular basis and indicate to users that an item is within any inspection or service or calibration time limit.
- (7) The AMO shall have a procedure if it uses a standard (primary, secondary or transfer standards) for performing calibration, that standard cannot be used to perform maintenance.
- (8) A clear system of labelling all tooling, equipment and test equipment shall be used to give information on when the next inspection or service or calibration is due, and if the item is unserviceable for any other reason where it may not be obvious.
- (9) A clear system of labelling all tooling, equipment, and test equipment shall be used to give information on when such tooling, equipment, and test equipment is not used for product acceptance and/or for making a finding of airworthiness.
- (10) A register shall be maintained for all calibrated tools, equipment and test equipment together with a record of calibrations and standards used.
- (11) Inspection, service, or calibration on a regular basis shall be in accordance with the equipment manufacturers' instructions except where the AMO can show by results that a different time period is appropriate in a particular case and is acceptable to the Authority.

**MOZ-CATS-AMO: 145.04.1 Personnel requirements**

- (1) The AMO functions shall be subdivided under individual managers or combined in any number of ways, dependent upon the size of the AMO.
- (2) The AMO shall have, dependent upon the extent of approval, the following:
  - (a) A base maintenance manager,
  - (b) A line maintenance manager,

- (c) A workshop manager; and
- (d) A quality manager, all of whom should report to the accountable manager.

*Note: In small AMOs, one or more of the above positions may be combined subject to approval by the Authority.*

- (3) The Accountable Manager shall be responsible for ensuring that all necessary resources are available to accomplish maintenance required to support the AMO's approval.
- (4) The Base Maintenance Manager shall be responsible for:
  - (a) Ensuring that all maintenance required to be carried out in the hangar, plus any defect rectification carried out during base maintenance, is carried out to specified design and quality standards; and
  - (b) Any corrective action resulting from quality compliance monitoring.
- (5) The Line Maintenance Manager shall be responsible for:
  - (a) Ensuring that all maintenance required to be carried out on the line, including line defect rectification, is performed to the required standards; and
  - (b) Any corrective action resulting from quality compliance monitoring.
- (6) The Workshop Manager shall be responsible for:
  - (a) Ensuring that all work on aircraft components is performed to required standards; and
  - (b) Any corrective action resulting from quality compliance monitoring.
- (7) The Quality Manager shall be responsible for:
  - (a) Monitoring the AMO's compliance with Part 145; and
  - (b) Requesting remedial action as necessary by the base maintenance manager/line maintenance manager/workshop manager or the accountable manager, as appropriate.
- (8) The AMO may adopt any title for managerial positions, but shall identify to the Authority the titles and persons chosen to carry out these functions.
- (9) Where an AMO chooses to appoint managers for all or any combination of the identified functions because of the size of the undertaking, these managers shall report ultimately through either the Base Maintenance Manager or Line Maintenance Manager or Workshop Manager or Quality Manager, as appropriate, to the accountable manager.
- (10) The managers specified in this subsection shall be identified and their credentials submitted to the Authority. To be accepted, such managers shall have relevant knowledge and satisfactory experience related to aircraft/aircraft component maintenance as appropriate in accordance with these regulations.

*Note: Certifying staff may report to any of the managers specified depending upon which type of control the AMO uses so long as the quality compliance monitoring staff remain independent.*

- (11) The AMO shall have a production man-hours plan showing that it has sufficient man-hours for the intended work.
- (12) If an AMO is approved for base maintenance, the plan shall relate to the aircraft hangar visit plan.

- (13) Man-hour plans shall regularly be updated.
- Note: Work performed on any aircraft registered outside Mozambique should be taken into account where it impacts upon the production man-hours plan.*
- (14) Quality monitoring compliance function man-hours shall be sufficient to meet the requirement of 145.02.9 (3).
- (15) Planners, mechanics, supervisors and certifying staff shall be assessed for competence by "on the job" evaluation or by examination relevant to their particular role within the AMO before unsupervised work is permitted.
- (16) To assist in the assessment of competence, job descriptions are recommended for each position. The assessment shall establish that:
- (a) Planners are able to interpret maintenance requirements into maintenance tasks, and have an appreciation that they have no authority to deviate from the aircraft maintenance program.
  - (b) Mechanics are able to carry out maintenance tasks to any standard specified in the maintenance instructions and will notify supervisors of mistakes requiring rectification to re-establish required maintenance standards.
  - (c) Supervisors are able to ensure that all required maintenance tasks are carried out and where not done or where it is evident that a particular maintenance task cannot be carried out to the maintenance instructions, then such problems will be reported to and agreed by the quality organisation.
  - (d) Certifying staff are able to determine when the aircraft or aircraft component is and is not ready to release to service.
- (17) In the case of planners, supervisors, and certifying staff, knowledge of AMO procedures relevant to their particular role shall be demonstrated.
- (18) Training of certifying staff shall be performed by the AMO or by an institute selected by the AMO. In either case, the AMO shall establish the curriculum and standards for training, as well as pre-qualification standards for the personnel intended for training. Pre-qualification standards are intended to insure that the trainee has a reasonable chance of successfully completing any course.
- (19) Examinations shall be set at the end of each training course.
- (20) Initial training shall cover:
- (a) Basic engineering theory relevant to the airframe structure and systems fitted to the class of aircraft the AMO intends to maintain;
  - (b) Specific information on the actual aircraft type on which the person is intended to become a certifying person including the impact of repairs and system/structural defects; and
  - (c) Company procedures relevant to the certifying staff's tasks.
- (21) Continuation training should cover changes in AMO procedures and changes in the standard of aircraft and/or aeronautical products maintained.

- (22) The training program shall include details of the number of personnel who will receive initial training to qualify as certifying staff over specified time periods.
- (23) The training program established for maintenance personnel and certifying staff by the AMO shall include training in knowledge and skills related to human performance including co-ordination with other maintenance personnel and flight crew.

**MOZ-CATS-AMO: 145.04.2    Indoctrination, initial, recurrent training, specialised and remedial training.**

- (1) Each AMO shall provide indoctrination training for employees that include at least 40 hours of instruction in at least the following subjects:
  - (a) Mozambique Civil Aviation Regulations – particularly those associated with AMO maintenance functions and authority as reflected on the certificate and operations specifications.
  - (b) Company manuals, policies, procedures and practices, including quality control processes, particularly those associated with ensuring compliance with maintenance (including inspection), preventive maintenance, and alteration procedures established to show compliance with Part 145;
  - (c) Dangerous goods requirements of 145.04.115, including other national laws requiring training for different categories of employees.
  - (d) Maintenance human factors – the elements should focus on aviation maintenance, and safety related issues.
  - (e) Computer systems and software – as applicable to the maintenance organization (including inspection, preventive maintenance and alteration systems and procedures, and
  - (f) Facility security - must include company security objectives, specific security procedures, employee responsibilities, actions to take in the event of a security breach, and the organisational security structure.
- (2) Initial training. Each AMO shall provide initial training for employees that include at least 80 hours of instruction in at least the following subjects consistent with the specific employee position and assigned job activities:
  - (a) General review;
  - (b) Specific job or task training;
  - (c) Shop safety;
  - (d) Records and recordkeeping;
  - (e) Materials and parts;
  - (f) Test equipment, including ground support equipment;
  - (g) Tools;
  - (h) Maintenance human factors, and
  - (i) Any other items as required by the Authority.



- (3) Recurrent training. Each AMO shall provide recurrent training for employees that include at least 8 hours of instruction in the subjects below:
  - (a) Refresher of subjects covered in initial training
  - (b) New items introduced in the AMO since completion of initial training;
  - (c) Any other items required by the Authority.
- (4) Specialised training. Each AMO shall provide specialised training, including initial and recurrent, for employees whose duties require a specific skill. Examples of specialised skills include: flame and/or plasma spray operations, special inspection or test techniques, special machining operations, complex welding operations, aircraft inspection techniques or complex assembly operations.
- (5) Remedial training. Each AMO shall provide remedial training to rectify an employee's demonstrated lack of knowledge or skill by providing information as soon as possible. In some instances, remedial training may consist of an appropriately knowledgeable person reviewing procedures with an employee through on-the-job training. Remedial training should be designed to fix an immediate knowledge or skill deficiency and may focus on one individual. Successful remedial training should show an individual what occurred, why it occurred, and in a positive manner, how to prevent it from occurring again.
- (6) Each AMO, in developing training for employees, shall take into account the various training, experience, and skill levels of its employees as follows:
  - (a) Employees that hold an AMT licence;
  - (b) Employees with experience performing similar tasks at another AMO;
  - (c) Employees with applicable military aviation maintenance experience; and
  - (e) Employees with no prior skills, experience, or knowledge.
- (7) Each AMO shall have procedures to determine the frequency of recurrent training and the need for specialised and remedial training.
- (8) Each AMO shall assess the competency of its employees for performing his or her assigned duties after completion of initial, recurrent, specialised and remedial training. This assessment of competency shall be appropriately documented in the employee's training records and shall be done by any of the following methods, depending upon the size of the AMO, its capabilities and experience of its employees:
  - (a) Written test.
  - (b) Completion of a training course.
  - (c) Skill test.
  - (d) Group exercise.
  - (e) On the job assessment.
  - (f) Oral examination in the working environment.

**MOZ-CATS-AMO: 145.04.3 Dangerous goods training program**

- (1) Dangerous goods training, at a minimum, shall include at least 8 hours instruction in at least the following:
  - (a) General awareness and familiarisation training — designed to provide familiarity with the requirements of this Part and these regulations and to enable the employee to recognise and identify dangerous goods.
  - (b) Function-specific training —concerning the specific requirements of this Part and these regulations, or exemptions or special permits issued, relating to the specific functions the employee performs.
  - (c) Safety training concerning—
  - (d) Emergency response.
  - (e) Measures to protect the employee from the hazards associated with the dangerous goods to which they may be exposed in the work place, including specific measures the employee has implemented to protect employees from exposure.
  - (f) Methods and procedures for avoiding accidents, such as the proper procedures for handling packages containing dangerous goods.
  - (g) Security awareness training —addressing the security risks associated with dangerous goods transportation and methods designed to enhance transportation security. This training must also include a component covering how to recognize and respond to possible security threats.
  - (h) In-depth security training —must include company security objectives, specific security procedures, employee responsibilities, actions to take in the event of a security breach, and the organisational security structure.
  - (i) Any other training required by the Authority.

**MOZ-CATS-AMO: 145.04.5 Records of management, supervisory, inspection and certifying staff**

- (1) The following minimum information shall be kept on record in respect of each certifying person:
  - (a) Name;
  - (b) Date of birth;
  - (c) Basic training;
  - (d) Type training;
  - (e) Continuation training;
  - (f) Experience;
  - (g) Qualifications relevant to the approval;
  - (h) Scope of the authorisation;

- (i) Date of first issue of the authorisation;
  - (j) Expiration date of the authorisation (if appropriate); and
  - (k) Identification number of the authorisation.
- (2) Records of these individuals shall be controlled.
  - (3) The number of persons authorised to access the system shall be limited to minimise the possibility of records being altered in an unauthorised manner and to limit confidential records from become accessible to unauthorised persons.

*Note: Authorised persons, apart from the AMO's quality department or maintenance supervisors/managers, include the Authority.*

- (4) A certifying person shall be given reasonable access on request to his or her records.
- (5) The Authority is authorised to and may investigate the records system for initial and continued approval, or when the Authority has cause to doubt the competence of a particular person.
- (6) The AMO shall keep the record of these individuals for at least two years after that person has ceased employment with the AMO or upon withdrawal of his or her authorisation. Upon request, the individual shall be furnished with a copy of their record on leaving the AMO.
- (7) The authorisation document shall be in a style that makes its scope clear to certifying staff and any authorised person that may be required to examine the document. Where codes are used to define scope, an interpretation document shall be readily available.
- (8) Certifying staff are not required to carry the authorisation document at all times but shall produce it within a reasonable time of a request from an authorised person.

*Note: Authorised persons, apart from the AMO's quality department or maintenance supervisors/managers, include the Authority.*

**MOZ-CATS-AMO: 145.05.1 Maintenance organisation procedures manual**

- (1) AMO personnel shall be familiar with those parts of the manuals that are relevant to the maintenance work they perform.
- (2) The AMO shall specify in the procedures manual who should amend the manual, particularly in the case where the manual consists of several parts.
- (3) The Quality Manager shall be responsible for;
  - (a) Monitoring the amendment of the Procedures Manual, including associated procedures manuals
  - (b) Submitting proposed amendments to the Authority for approval, unless the Authority has agreed, via a procedure stated in the amendment section of the Procedures Manual, that some defined class of amendments may be incorporated without approval by the Authority.
- (4) The procedures manual shall address at least five main areas—
  - (a) Management;
  - (b) Maintenance procedures, including line maintenance procedures;
  - (c) Quality system procedures;

- (e) Documentation;
  - (f) Examples of standard documents and lists;
  - (g) Other
- (5) Sample maintenance procedures manual format. The manual may be put together in any subject order so long as all applicable subjects are covered.

**Part 1 - Management**

- 1.1 Corporate commitment by the accountable manager
- 1.2 Management personnel
- 1.3 Duties and responsibilities of the management personnel
- 1.4 Management Organisation Chart
- 1.5 List of certifying staff.  
*Note: A separate document may be referenced*
- 1.6 Manpower resources
- 1.7 General description of the facilities at each address intended to be approved
- 1.8 Organisations intended scope of work
- 1.9 Notification procedure to the Authority regarding changes to the organisation's activities/approval/location/personnel
- 1.10 Manual amendment procedures

**Part 2 - Maintenance Procedures**

- 2.1 Supplier evaluation procedure
- 2.2 Acceptance/inspection of aircraft components and material from outside contractors.
- 2.3 Storage, tagging and release of aircraft components and material to aircraft maintenance
- 2.4 Acceptance of tools and equipment
- 2.5 Calibration of tools and equipment
- 2.6 Use of tooling and equipment by staff (including alternate tools)
- 2.7 Cleanliness standards of maintenance facilities
- 2.8 Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff.
- 2.9 Repair procedure.
- 2.10 Aircraft maintenance program compliance.
- 2.11 Airworthiness Directives procedure.
- 2.12 Optional modification procedure.
- 2.13 Maintenance documentation in use and completion of same.
- 2.14 Technical record control.
- 2.15 Rectification of defects arising during base maintenance
- 2.16 Release to service procedure
- 2.17 Records for the air carrier operator

- 2.18 Reporting of defects to the Authority/Operator/Manufacturer
- 2.19 Return of defective aircraft components to store
- 2.20 Defective components to outside contractors
- 2.21 Control of computer maintenance record systems
- 2.22 Reference to specific maintenance procedures such as:
  - Engine running procedures,
  - Aircraft pressure run procedures,
  - Aircraft towing procedures,
  - Aircraft taxiing procedures.

**Part L2 - Additional Line Maintenance Procedures**

- L2.1 Line maintenance control of aircraft components, tools, equipment, etc.
- L2.2 Line maintenance procedures related to servicing/fuelling/de-icing, etc.
- L2.3 Line maintenance control of defects and repetitive defects
- L2.4 Line procedure for completion of technical log
- L2.5 Line procedure for pooled parts and loan parts
- L2.6 Line procedure for return of defective parts removed from aircraft

**Part 3 - Quality System Procedures**

- 3.1 Quality audit of organisation procedures
- 3.2 Quality audit of aircraft
- 3.3 Quality audit remedial action procedure
- 3.4 Certifying staff qualification and training procedures
- 3.5 Certifying staff records
- 3.6 Quality audit personnel
- 3.7 Qualifying inspectors
- 3.8 Qualifying mechanics

- 3.9 Exemption process control
- 3.10 Concession control for deviation from organisations' procedures
- 3.11 Qualification procedure for specialised activities such as non-destructive testing, welding, etc.
- 3.12 Control of manufacturers' working teams

**Part 4 - Documentation**

- 4.1 Contracted air operators
- 4.2 Air operator procedures and paperwork
- 4.3 Air operator record completion

**Part 5 – Examples of documents / lists**

- 5.1 Sample of documents
- 5.2 List of subcontractors
- 5.3 List of line maintenance locations
- 5.4 List of contracted organisations

**Part 145 – Other sections as the Authority may approve.**

**MOZ-CATS-AMO: 145.05.7 Certification of release to service of an aircraft or part, component or assembly**

- (1) There are 3 classes of CRS being:
  - (a) Classe 1: for scheduled Maintenance and major modifications and Repairs in form Moz-43-01
  - (b) Classe 2: for components only in Form Moz-43-02 and
  - (c) Classe 3: for unscheduled inspection, defects rectification, components replacements or minor modifications in form Moz-43-03.
- (2) The following is a sample IACM Form MOZ-43-02 - Certificate of Release to Service:
  - (a) The certificate shall comply with the format attached including block numbers in that each block must be located as per the layout. The size of each block may however be varied to suit the individual application, but not to the extent that would make the certificate unrecognisable. The overall size of the certificate may be significantly increased or decreased so long as the certificate remains recognisable and legible.
  - (b) All printing shall be clear and legible to permit easy reading.
  - (c) Completion shall be in English when it is used for export purposes, otherwise it can be completed in the official language of Mozambique.
  - (d) The details to be entered on the certificate can be either machine/computer printed or handwriting using block letters and must permit easy reading.
  - (e) Abbreviations must be restricted to a minimum.
  - (f) The original certificate must accompany the items and correlation must be established between the certificate and the items. A copy of the certificate must be retained by the organisation that manufactured or maintained the item.
  - (g) Where a single certificate was used to release a number of items and those items are subsequently separated out from each other, such as through a parts distributor, then a copy of the original certificate must accompany such items and the original certificate must be retained by the organisation that received the batch of items. Failure to retain the original certificate could invalidate the release status of the items.

*NOTE: There is no restriction in the number of copies of the certificate sent to the customer or retained by the originator.*

The certificate that accompanies the item may be attached to the item by being placed in an envelope for durability.

**MOZ-CATS PART 145 – APPROVED MAINTENANCE ORGANIZATION**

|   |                |   |   |              |   |                              |  |
|---|----------------|---|---|--------------|---|------------------------------|--|
| 1. REPUBLICA DE MOÇAMBIQUE<br><br><br>INSTITUTO DA AVIAÇÃO CIVIL DE MOÇAMBIQUE<br><br>CIVIL AVIATION AUTHORITY   |                | 2.<br><b>CERTIFICATE OF RELEASE TO SERVICE</b><br><br>IACM FORM MOZ-43-02 |   |              |   | 3. System Tracking Ref., No. |  |
| 4. Organisation Name and Address:   |                |   |   |              | 5. Work Order, Contract or Invoice Number |                              |  |
| 6. Item   | 7. Description | 8. Part Number  | 9. Eligibility  | 10. Quantity | 11. Serial/Batch Number                   | 12. Status/Work              |  |
|   |                |   |   |              |   |                              |  |
| 13. Remarks:  |                |   |   |              |   |                              |  |
| Note: User/Installer Responsibilities<br>1. It is important to understand that the existence of this Document alone does not automatically constitute authority to install the part/component/assembly.<br>2. Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block 1.<br>3. Statements in blocks 14 and 19 do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown. |                |   |   |              |   |                              |  |
| 14. Certifies that the items identified above were manufactured in conformity to:<br><input type="checkbox"/> Approved design data and are in condition for safe operation<br><input type="checkbox"/> Non approved design data specified in block 13   |                |   | 19. <input type="checkbox"/> Part 145 § 145.05.7 Release to Service <input type="checkbox"/> Other regulation specified in block 13<br><br>Certifies that unless otherwise specified in block 13, the work identified in block 12 and described in block 13, was accomplished in accordance with MOZ-CAR's Part 145 and in respect to that work the item(s) is (are) considered ready for release to service. |              |   |                              |  |
| 15. Authorised Signature:   |                | 16. Approval/Authorisation Number:  | 20. Authorised Signature  |              | 21. Certificate/Approval Ref. No          |                              |  |
| 17. Name  |                | 18. Date (d/m/y)  | 22. Name  |              | 23. Date (d/m/y)                          |                              |  |

IACM Form 43-02 – Issue 2



- (2) Completion of the IACM Form MOZ-43-02 - Certificate of Release to Service by the originator :
- (a) Block 1. The name of the State under whose approval the certificate was issued (Pre-printed)
  - (b) Block 2.,Pre-printed “Certificate of Release to Service - IACM Form Moz-43-02”
  - (c) Block 3. System Tracking Reference Number.
    - (i) Fill in the unique number established by the Authority-approved numbering system.
    - (ii) If the form is computer-generated, it may be produced as programmed by the computer.
  - (d) Block 4. Organisation (May be pre-printed).
    - (i) Fill in the full name and address of the Authority-approved organisation:
    - (ii) Company name and address
    - (iii) Approval or certificate numbers, when applicable (e.g., approved maintenance organisation certificate numbers, air operator certificate number.)
  - (e) Block 5. Work Order, Contract, or Invoice Number.
    - (i) Fill in the contract, work order, or invoice number or any internal organisational process such that a fast traceability can be established.
  - (f) Block 6. Item. This block is provided for the convenience of the organisation issuing the certificate to permit easy cross reference to the ‘Remarks’ Block 13 by the use of item numbers. Completion is not mandatory. Where a number of items are to be released on the certificate, it is permissible to use a separate listing cross-referencing certificate and list to each other.
  - (g) Block 7. Description. The name or description of the item shall be given. Preference shall be given to the use of the Illustrated Parts Catalogue (IPC) designation.
  - (h) Block 8. Part Number. Enter each part number of the product. Preference shall be given to use of the IPC designation
  - (i) Block 9. Eligibility. Used to indicate the Type-Approved products for which the released items are illegible for installation. Completion of Block 9 is optional, but should be filled out whenever possible. When used, the following entries are permitted:
    - (i) The specific or series aircraft, engine, propeller or auxiliary power unit model, or a reference to a readily available catalogue or manual which contains such information, for example ‘B757’;
    - (ii) ‘Various’ if known to be eligible for installation on more than one model of Type-Approved product, unless the originator wishes to restrict usage to a particular model installation when it shall so state;
    - (iii) ‘Unknown’, if eligibility is unknown, this category being primarily for use by maintenance organisations.

*NOTE: Any information in Block 9 does not constitute authority to fit the item in a particular aircraft, engine, propeller or auxiliary power unit. The User/Installer shall cross check eligibility for the particular installation with applicable technical data.*
  - (j) Block 10. Quantity. State the quantity of items being released.

- (k) Block 11. Serial/Batch Number. State the item Serial Number and or Batch Number, if applicable, if neither is applicable state "N/A."
- (l) Block 12. Status/work. The following words in quotation marks, with their definitions, indicate the status of the item being released. One or a combination of these words shall be stated in this block:
- (i) OVERHAULED. The restoration of a used item by inspection, test and replacement in conformity with an approved standard (\*) to extend the operational life.
  - (ii) INSPECTED/TESTED. The examination of an item to establish conformity with an approved standard (\*).
  - (iii) MODIFIED. The alteration of an item in conformity with an approved standard (\*).
  - (iv) REPAIRED. The restoration of an item to a serviceable condition in conformity with an approved standard (\*).
  - (v) RETREADED. The restoration of a used tyre in conformity with an approved standard (\*).
  - (vi) REASSEMBLED. The reassembly of an item in conformity with an approved standard (\*).  
(Example: A propeller after transportation.)

*NOTE: This provision shall only be used in respect of items which were originally fully assembled by the manufacturer in accordance with manufacturing requirements such as, type design specifications and procedures.*

*NOTE: The above statements shall be supported by reference in Block 13 to the approved data/manual/specification used during maintenance.*

*(\*) Approved Standard means a manufacturing/design/maintenance/quality standard approved by the competent authority.*

- (m) Block 13. It is mandatory to state any information in this block either direct or by reference to supporting documentation that identifies particular data or limitations relating to the items being released that are necessary for the User/installer to make the final airworthiness determination of the item. Information shall be clear, complete, and provided in a form and manner which is adequate for the purpose of making such a determination. Each statement shall be clearly identified as to which item it relates. If there is no statement, state 'None'. Some examples of the information to be quoted are as follows:
- (i) The identity and issue of maintenance documentation used as the approved standard.
  - (ii) Airworthiness Directives carried out and/or found carried out, as appropriate.
  - (iii) Repairs carried out and/or found carried out, as appropriate.
  - (iv) Modifications carried out and/or found carried out, as appropriate.
  - (v) Replacement parts installed and/or parts found installed, as appropriate.
  - (vi) Life limited parts history.
  - (vii) Deviations from the customer work order.
  - (viii) Identity of other regulation if not Part 43 or 145.
  - (ix) Release statements to satisfy a foreign maintenance requirement.

- (x) Release statements to satisfy the conditions of other CAAs.
- (n) Blocks 14, 15, 16, 17 and 18: Must not be used for maintenance tasks by Part 145 approved maintenance organisations. These blocks are specifically reserved for release/certification of newly manufactured items in accordance with certification procedures of products and parts of the State of Design or State of Manufacture.
- (o) Block 19. Return to Service. The information is already pre-printed in the block. Contains the required release to service statement for all maintenance by Part 145 approved maintenance organisations. When non Part- 43/145 maintenance is being released block 13 shall specify the particular national regulation. In any case the appropriate box shall be 'ticked' to validate the release. The certification statement 'except as otherwise specified in block 13' is intended to address the following situations;
  - (i) The case where the maintenance could not be completed.
  - (ii) The case where the maintenance deviated from the standard required by Part 43 or 145.
  - (iii) The case where the maintenance was carried out in accordance with a non Part 43 or 145 requirement.
  - (iv) Whichever case or combination of cases shall be specified in block 13.
- (p) Block 20. Signature. Signature of the individual authorised by the maintenance organisation or air carrier in accordance with Part 43.03.1. The approval signature shall be manually applied at the time and place of issuance.
- (q) Block 21. Certificate number. Enter the maintenance organisation or air carrier operating certificate number.
- (r) Block 22. Name. The typed or printed name of the individual identified in Block 20 and personal authorisation reference.
- (s) Block 23. Date. The date of signing the Block 19 release to service. (d/m/y). The month shall appear in letters e.g. Jan, Feb, Mar etc. The release to service shall be signed at the 'completion of maintenance'.

*NOTE: The blank form can be computer-generated. However, the format cannot be changed, nor can any words be added or deleted. Pre-printing of some information is permissible, i.e.; the information in blocks 1, 2, 3, 4, and 19. The size of blocks may be varied slightly, but the form must remain readily recognisable. The form may also be reduced in overall size to facilitate placement of the wording on the back of the form onto the face of the document.*

**MOZ-CATS-AMO: 145.05.9      Airworthiness data**

- (1) The AMO shall be in receipt of all airworthiness data appropriate to support the work performed from the Authority, the aircraft/aeronautical product design organisation, and any other approved

design organisation in the State of Manufacture or State of Design, as appropriate. Some examples of maintenance-related documents are:

- (a) Civil Aviation Regulations,
- (b) Associated advisory material,
- (c) Airworthiness directives,
- (d) Manufacturers' maintenance manuals,
- (e) Repair manuals,
- (f) Supplementary structural inspection documents,
- (g) Service bulletins,
- (h) Service letters,
- (i) Service instructions,
- (j) Modification leaflets,
- (k) Aircraft maintenance program,
- (l) NDT Manual, etc.

*Note: Paragraph (1) primarily refers to maintenance data that has been transcribed from the Authority and all Type Certificate (TC) holders into the AMO's format, such as customised maintenance cards or computer base data.*

*Note: To obtain acceptance from the Authority, it is important that accuracy of transcription is assured.*

- (2) A procedure shall be established to monitor the amendment status of all data and maintain a check that all amendments are being received by being a subscriber to any document amendment scheme.
- (3) Airworthiness data shall be made available in the work area in close proximity to the aircraft or aeronautical product being maintained and for supervisors, mechanics, and certifying staff to study.
- (4) Where computer systems are used to maintain airworthiness data, the number of computer terminals shall be sufficient in relation to the size of the work program 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.

MOZ-CATS-AMO: 145.06.2 Reserved

MOZ-CATS-AMO: 145.06.2 Reserved

MOZ-CATS-AMO: 145.06.7 Reserved

End

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