European Aviation Safety Agency

Issue 5 : M.B.303
ACAM best practice

- **Situation**
  1. **Many Member States have experienced difficulties in the implementation of the Part-M M.B.303 Aircraft Continuing Airworthiness Monitoring programme.**
  2. **Specifically, problems exist in–**
     - **Choosing the sample type and size**
     - **Focusing on the 'greatest concern'**
     - **Analysis of the root-cause**

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ACAM best practice

Situation

- **This topic has been discussed before at standardisation meetings**
- **Various findings have been raised during standardisation inspections**
- **The situation does not seem to be improving**
- **Therefore, in the true spirit of standardisation, we open the floor to a selection of NAAs to present their best practices.**

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- **Situation**
  Existing Agreed Practices continue to apply –

AP.M.010 11/05/2006 M.B.303 Continuing Airworthiness Monitoring.

Enforce M.B.303 now. Ensure now an adequate survey programme for all aircraft. In case of concern, consider taking action against CAMOs and not only against individual aircraft

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- **Situation**
  Existing Agreed Practices continue to apply –

- **AP.M.010a 12/12/2007 M.B.303 Continuing Airworthiness Monitoring.**
  - Ensure that M.B.303 is implemented. Ensure that an adequate survey programme is in place which covers an adequate sample of the fleet
  - NAA should develop procedures covering all aspects of M.B.303, addressing in particular:
    - actions against CAMOs, types, fleets, other approvals or licenses, and not only against individual aircraft
    - the root cause of the finding must address the bigger picture, not just this aircraft or this operator
    - the survey programme must take into account past results and must be able to focus on key airworthiness risk elements

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- **Clarification of the rule**
  - **M.B.303 has been effective since 28 September 2005 (2042/2003 Art 7.2)**
  - **Opt-out for non-commercial aircraft can be applied until 28 September 2009 (2042/2003 Art 7.3(a)**
  - **Therefore, there should have been an effective survey programme in force for commercial aircraft since 28 September 2005.**

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OPEN FORUM

- **This open forum does not mean EASA accepts or endorses the discussions!**
- **The opinions expressed in the presentations given by the NAAs do not necessarily reflect EASAs position.**
- **Future use of the content of these discussions and presentations is therefore at the users risk.**

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Presentations from

- CAA NL – Ms Margriet van der Goot
- CAA DE – Ms Susanne Brechel
- CAA NO – Mr Petter Abelsen

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ACAM Program CAA-N

- Based on Risk Management concept.
- Product sampling.
- Monitoring the adequacy of the Continuing Airworthiness process.

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ACAM Program CAA-N

- Selection procedure.
- Checklist.
- Program.
- Fault isolation analysis.
- Statistics.
- Classification procedure.
- Action procedure.

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ACAM Program CAA-N

- Objective:
- Prevent reoccurrence of finding by eliminating the root-cause.
- Improve safety levels in aviation.
- Provide a broader picture of condition in Norwegian aviation.
- Provide a guideline for priorities in oversight activities.

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ACAM Program CAA-N

- Key elements:
- Standardized analyzing.
- Pre-defined root causes.
- Classification of seriousness.
- Provision for overall picture.

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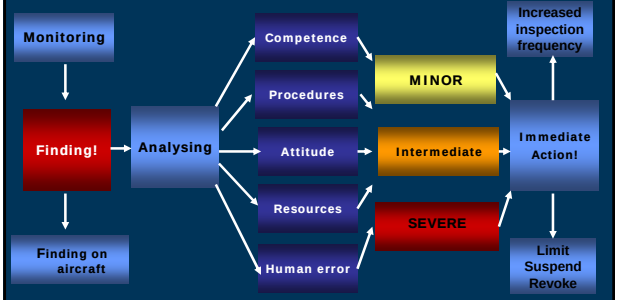
ACAM Program CAA-N, Process.



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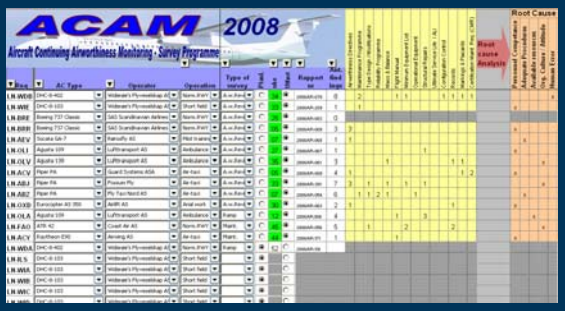
ACAM Program CAA-N



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AC Types / Operator / Oeration / Type of survey

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Key elements → Analysis → Root Cause

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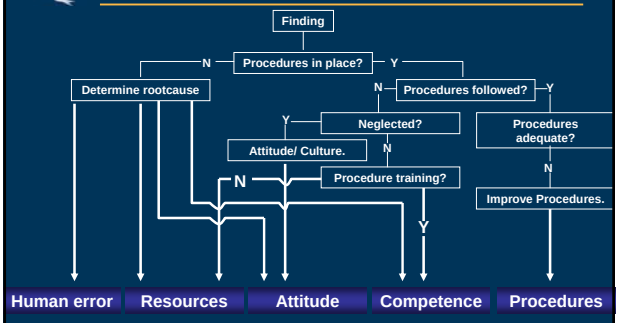
ACAM Program CAA-N, Analyses.



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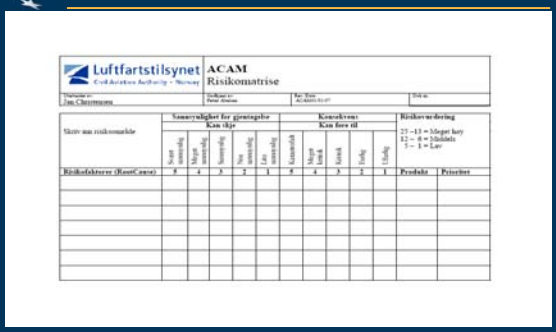
ACAM Program CAA-N, Classification.



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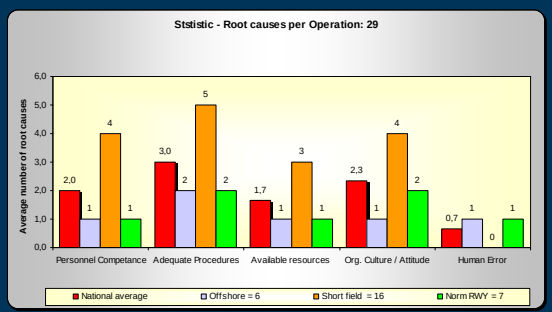
Root Causes per Operation



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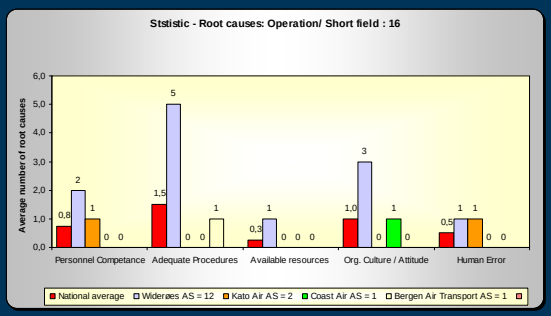
Root Causes per Operation / Short field



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ACAM Program CAA-N

3 types of action:

- ✈ **Action on aircraft affected.**
- ✈ **Action against undertaking.**
- ✈ **Long-term action.**