

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	SACAA Private Bag X 73 Halfway House 1685
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Line Stations & Satellite Stations - AMO

The South African Civil Aviation Authority (SACAA) has decided to improve oversight of all Line Maintenance Stations. It is understood that a functional Quality Assurance System can and does conduct comprehensive oversight on all Line Maintenance stations approved for an AMO (Aircraft Maintenance Organization), even with more intensity as per the SACAA audits. Due to these changes the SACAA has decided to reduce the number of audits.

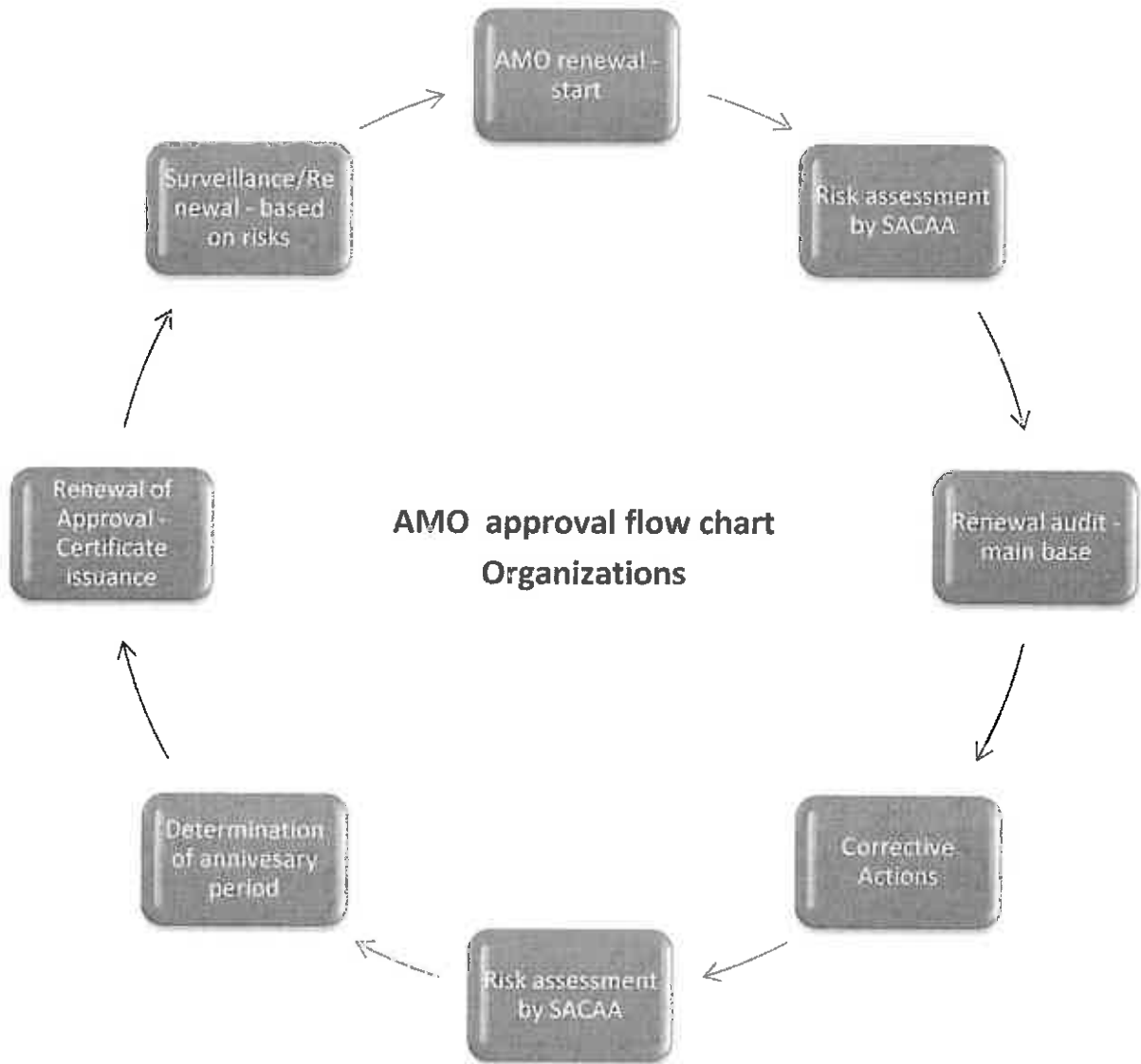
The reduction is that the SACAA will not continue to conduct audits on all Line Maintenance Stations, however this will be a selected number of stations on each financial year cycle. At inception of this oversight concept, the SACAA will continue to review (desk top) on all of these Stations. Audits at these stations will be based on homogeneous sampling and on the performance of the Main base as outline by the organisation's risk profile. This will be reduced as time progresses based on the risk assessment of the AMO's. The risk assessment will be based on the complexity of the entity, the types of findings raised by SACAA, and also the maturity of the Safety Management Systems.

This change is introduced with the following provisions:

1. All Line Maintenance stations will cease to hold an independent certificate;
2. All Line Maintenance stations will be listed on the Operations Specifications with more emphasis on the capability and limitations as per each station;
3. The SACAA will conduct physical audits on all new Line Maintenance stations applied for;
4. With all AMO renewals, there is a percentage of Line Maintenance Stations that will be physically audited. This decision will be based on the risk analysis conducted on each audit as conducted by SACAA;
5. In all instances, line/Satellite stations will be Audited based on homogeneous sampling. The remainder of the stations will be subjected to a desktop audit, and the following information needs to be provided for this assessment:
 - a. Last year's internal quality audits for all line/ Satellite stations;
 - b. Last year's review of the Safety Department of the Line/ Satellite Stations;
 - c. All these audits and safety raised hazards must be accompanied by CAPS and mitigation plans;
 - d. Proof of accommodation (hangar lease agreements/ ownership, etc);
 - e. Hangar dimensions if available;
 - f. Tool listing at these stations. Photographic evidence of tools, hangar and safety equipment's;
 - g. Aircraft types maintained at these stations;
 - h. Access to airworthiness data;
 - i. Control of spares/ parts at these stations;
 - j. Scope of work at these stations;
 - k. MOP/SMS appendixes/ extracts for these stations;
 - l. AME listing and rotation plan (roster);

m. Internal audit plan including these stations covering all areas within 12 months;

Implementation Cycle




This change will be introduced to align with the introduction of a new electronic system (EBS). The changed oversight of Line/Satellite stations will commence as of the end of August 2017.

Queries

Any queries or requests for further guidance as a result of this communication should be sent to:

The Manager, Airworthiness Department; e-mail address: amo@caa.co.za (Tel: 011 545 1010).

Issued by the South African Civil Aviation Authority

	Patrick Kunene	27 July 2017
SIGNATURE OF MANAGER: AIRCRAFT MAINTENANCE ORGANISATION	NAME IN BLOCK LETTERS	DATE