



Croatian Civil Aviation Agency

UPUTA ZA PRIHVAĆANJEM ODGOVORNIH OSOBA KROZ EASA
FORM 4 (PART MG)

Uputa za prihvaćanjem odgovornih osoba kroz EASA Form 4 (Part MG)

Zahtjev se podnosi na [QSM FRM 108](#) (EASA Form 4).

U svrhu prihvaćanja nominiranih osoba kao što su npr. osoba odgovorna za održavanje (Maintenance manager), osoba odgovorna za sustav kvalitete (Quality manager) i sl. obaviti će se sa predloženim nominiranim osobama intervju i pisana provjera znanja.

Odobrenjem priručnika organizacije (CAME) prihvaća se predloženi odgovorni rukovoditelj (Accountable manager)

Tablica 1. Uvjeti kojima treba udovoljiti nominirano osoblje ovisno o vrsti zrakoplova/komponente koje organizacija planira održavati

	CAMO manager	Quality/Compliance/ Safety manager
1. Practical experience and expertise in the application of aviation safety standards and safe operating practices.	X	X
2. Comprehensive knowledge of: <ul style="list-style-type: none"> a) Relevant parts of operational requirements and procedures. b) The AOC holder's Operations Specifications. c) The need for, and content of, the relevant parts of the AOC holder's Operations Manual. 	X	X
3. Familiarity with Quality & Safety Systems.	X	X
4. Five years relevant work experience of which at least two years should be from the aeronautical industry on appropriate position.	X	X
5. A relevant engineering degree or an aircraft maintenance technician qualification with additional education acceptable to the CCAA. "Relevant engineering degree" means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components. The above recommendation may be replaced by 5 years of experience additional to those already recommended by paragraph 4 above. These 5 years should cover an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks.	X	X
6. Thorough knowledge with the organisation's exposition (procedures).	X	X
7. Knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course including Fuel Tank Safety (FTS) training. These courses should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the CCAA.	X	X

	CAMO manager	Quality/Compliance/ Safety manager
<p>“Relevant sample“ means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.</p> <p>For all balloons and any other aircraft of 2 730 kg MTOM and below the formalized training courses may be replaced by demonstration of knowledge. This knowledge may be demonstrated by documented evidence or by an assessment performed by the CCAA. This assessment should be recorded.</p>		
8. Knowledge of maintenance methods.	X	X
9. Knowledge of applicable regulations.	X	X
10. Human factors training.	X	X
11. EWIS training, if applicable.	X	X
12. Knowledge of the language(s) in which the maintenance instructions and organisation’s procedures are written.	X	X