

Republic of South Sudan

Laws of South Sudan

**CIVIL AVIATION AUTHORITY
APPROVED MAINTENANCE ORGANIZATION
REGULATIONS, 2026**

**CIVIL AVIATION APPROVED MAINTENANCE ORGANIZATION
REGULATIONS, 2026**

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**CIVIL AVIATION APPROVED MAINTENANCE ORGANIZATION
REGULATIONS, 2026**

In exercise of the powers conferred upon me under the Provisions of Section 99 of the South Sudan Civil Aviation Act, 2012, (as amended) of the Ministry of Transport, I do hereby issue the following Regulations:

**CHAPTER I
PRELIMINARY PROVISIONS**

1. Title and Commencement

These Regulations may be cited as the South Sudan Civil Aviation “**Approved Maintenance Organization Regulations, 2026**”.

2. Purpose

The purpose of these regulations is to provide a regulatory framework for South Sudan Civil Aviation Authority to Established Aircraft Approved Maintenance Organization Regulations in order to carry out maintenance to an aircraft register in South Sudan as per approve maintenance programme.

3. Authority and Application

This regulation is drafted in accordance with the provisions of section 99 subsection of the South Sudan civil aviation Act 2012 as amended and shall apply to:

- (1) All persons operating or maintaining an aircraft registered in South Sudan wherever the persons may be; and
- (2) To the approval of organizations involved in the maintenance of such aircraft, engines, propellers and associated parts wherever those maybe.
- (3) To aircraft registered in South Sudan and wherever the aircraft may be;
- (4) To aircraft which are not registered in South Sudan and when the aircraft are within South Sudan;
- (5) to the doing of anything by any person in, or by any of the crew of, any aircraft registered in South Sudan and to such persons and crew, wherever these may be; and
- (6) to the doing of anything in relation to any Aircraft registered in South Sudan by other persons, where such persons are citizens of South Sudan, wherever they may be.

4. Interpretation

In these Regulations, unless the context otherwise requires:

“**Act**” means the South Sudan Civil Aviation Act, 2012 (as amended), 2024;

- “Acceptable”** means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation;
- “Accountable Manager”** means the manager who has corporate authority for ensuring that all maintenance activities required by the owner or operator of an aircraft are financed and carried out to the standard required by the Authority;
- “Aeronautical Product”** means any aircraft, engine, propeller, component or part to be installed thereon;
- “Aeroplane”** means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
- “Aircraft”** means any machine that can derive support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth’s surface;
- “Aircraft Component”** means any component part of an aircraft up to and including a complete engine or any operational or emergency equipment;
- “Aircraft Type”** means all aircraft of the same basic design;
- “Airframe”** means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces including rotors but excluding propellers and rotating airfoils of a power plant, and landing gear of an aircraft and their accessories and controls;
- “Airworthy”** means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;
- “Airworthiness Data”** means any information necessary to ensure that an aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment, as appropriate, is assured;
- “Airworthiness Directive”** means a regulatory document which identifies aeronautical products in which an unsafe condition exists, and where the condition is likely to exist or develop in other aeronautical products of the same type design prescribes mandatory corrective actions to be taken or the conditions or limitations under which the aeronautical products may continue to be operated;
- “AOC”** means air operator certificate;

- “Appliance”** means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communication equipment, used or intended to be used in operating or controlling an aircraft in flight, installed in or attached to the aircraft, and is not part of an airframe, power plant, or propeller;
- “Approved by the Authority”** means approved by the Authority directly or in accordance with a procedure approved by the Authority;
- “Approved Data”** means technical information approved by the Authority;
- “Approved Maintenance Program”** means a maintenance program approved by the Authority;
- “Approved Maintenance Organization or AMO”** means an organization approved to perform specific aircraft maintenance activities by the Authority;
- “Approved Standard”** means a manufacturing, design, maintenance, or quality standard approved by the Authority;
- “Article”** means any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or part;
- “Authority”** means the South Sudan Civil Aviation Authority;
- “Auxiliary Power Unit or APU”** means a self-contained power-unit on an aircraft providing electrical or pneumatic power to aircraft systems during ground operations;
- “Balloon”** means a non-power-driven lighter-than-air aircraft;
- “Calibration”** means a set of operations, performed in accordance with a definite documented procedure, that compares the measurement performed by a measuring device or working standard for the purpose of detecting and reporting or eliminating by adjustment errors in the measuring device, working standard, or component tested;
- “Certificate of Release to Service”** means a document containing a certification that inspection and maintenance work has been performed satisfactorily in accordance with the methods prescribed by the Authority;
- “Certifying Staff”** means personnel authorized by the approved maintenance organization and acceptable to the Authority to certify aircraft or aircraft components for release to service;

- “Continuing Airworthiness”** means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.
- “Control System”** means an aircraft system by which the flight path, attitude, or propulsive force of the aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanisms;
- “Certifying Staff”** means personnel authorized by the approved maintenance organization in accordance with a procedure acceptable to the Authority to certify aircraft or aircraft components for release to service;
- “Competence in Civil Aviation”** means that an individual has a technical qualification and management experience acceptable to the Authority for the position served;
- “Composite”** means structural materials made of substances and includes wood, metal, ceramic, graphite, boron, epoxy, plastic and fiber-reinforced built-in strengthening agents that may be in the form of filaments, foils, powders, or flakes of a different material;
- “Composite Structure”** means a type of aircraft structure made of plastic resins reinforced with strong light weight filaments;
- “Computer System”** means any electronic or automated system capable of receiving, storing, and processing external data, transmitting and presenting such data in a usable form for the accomplishment of a specific function;
- “Contracting State”** means a state that is signatory to the Convention on International Civil Aviation, also known as the Chicago Convention;
- “Convention”** means the Convention on International Civil Aviation;
- “Duplicate Inspection”** means an inspection first made by an authorized person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work, before being subsequently inspected by a second independent competent person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found;
- “Engine”** means a unit used or intended to be used for aircraft propulsion, consisting of at least those components and

equipment necessary for functioning and control, but excludes the propeller, where applicable;

“Heavier-Than-Air Aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces;

“Facility” means a physical plant, including land, buildings, and equipment, which provides the means for the performance of maintenance, preventive maintenance, or modifications of any article;

“Fireproof” means the capability to withstand the application of heat by a flame for a period of 15 minutes;

“Helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

“Housing” means buildings, hangers, and other structures used to accommodate the necessary equipment and materials of a maintenance organization that:

- (a) provide working space for the performance of maintenance, preventive maintenance, or modifications for which the maintenance organization is certificated and rated;
- (b) assembly, and testing;
- (c) provide structures for the proper protection of aircraft, airframes, aircraft engines, propellers, appliances, components, parts, and subassemblies thereof during disassembly, cleaning, inspection, repair, modification; and
- (d) provide for the proper storage, segregation, and protection of materials, parts, and supplies.

“Inspection” means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;

“Human Factors Principles” means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

“Human Performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

- “Maintenance”** means the performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;
- “Maintenance Procedures Manual”** means a document endorsed by the head of the maintenance organization which details the maintenance organization’s structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems;
- “Maintenance Programme”** means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies;
- “Maintenance Records”** means records that set out the details of the maintenance carried out on an aircraft engine, propeller or associated part;
- “Maintenance Release”** means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, in accordance with the appropriate airworthiness requirements;
- “Major Modification”** means, in respect of an aeronautical product for which a type certificate has been issued, a change in the type design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product;
- “Major Repair”** means any repair of an aeronautical product that might appreciably affect the structural strength, performance, engine operation, flight characteristics or other qualities affecting airworthiness or environmental characteristics;
- “Modification”** means a change to the type design of an aircraft, engine or propeller;
- “Operator”** means a person, organization or enterprise, engaged in or offering to engage in an aircraft operation.
- “Overhaul”** means the restoration of an aircraft or aircraft component using methods, techniques, and practices acceptable to the

Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly and testing in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorization, PMA, or Technical Standard Order, TSO;

“Power Plant”

means the system consisting of all the engines, drive system components where applicable, and propellers when installed, their accessories, ancillary parts, fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter;

“Prescribed”

means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall or a discretionary requirement if the written policy or methodology states “may.

“Preventive Maintenance” means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations;

“Propeller”

means a device for propelling an aircraft that has blades on an engine driven shaft and that when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its rotating airfoils of engine;

“Rebuild”

means the restoration of an aircraft or aircraft component by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits;

“Repair”

means the restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected wear;

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| “Signature” | means an individual’s unique identification used as a means of authenticating any record entry or a maintenance record and may be hand-written, electronic or any other form acceptable to the Authority; |
| “Quality System” | means documented organizational procedures and policies, internal audits of those policies and procedures, management review and recommendation for quality improvement; |
| “Rating” | means an authorization entered on, or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate; |
| “Specific Operating Provisions” | means a document describing the ratings in detail and containing or referencing material and process specifications used in performing repair work, along with any limitations applied to the maintenance organization; |
| “Standard” | means an object, artefact, tool, test equipment, system or experiment that store, embodies, or otherwise provides a physical quantity which serves as the basis for measurement of the quantity, including a document describing the operations and processes that must be performed in order for a particular end to be achieved; |
| “State of Design” | means the state having jurisdiction over the organization responsible for the type design; |
| “State of Design of Modification” | means the State having jurisdiction over the individual or organization responsible for the design of the modification or repair of an aircraft, engine or propeller. |
| “State of Manufacture” | means the state having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller; |
| “State of Registry” | means the state on whose register the aircraft is entered; |
| “Type Certificate” | means a document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that state; |
| “Type Design” | means the set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination; and |

“Validation” means confirmation by a contracting state on the basis of satisfactory evidence that the specific intended use or application complies with the requirements or standards of the state.

CHAPTER II MAINTENANCE ORGANIZATION APPROVAL

5. Certificate and Specific Operating Provisions

- (1) A person shall not operate as an approved maintenance organisation without or in violation of an approved maintenance organisation certificate issued under these Regulations.
- (2) An AMO may perform maintenance, preventive maintenance, or modifications on an aircraft, airframe, engine, propeller, appliance, component or its part only for which it is rated and within the limitations placed in its specific operating provisions.
- (3) An AMO certificate shall consist of:
 - (a) a certificate for public display issued by the Authority; and
 - (b) specific operating provisions approved by the Authority containing the terms and conditions applicable to the AMO.
- (4) An AMO certificate shall contain:
 - (a) the issuing authority and the name, title and signature of the person issuing the certificate;
 - (b) the maintenance organization’s name and registered address and the location of the main place of business of the approved maintenance organization;
 - (c) the maintenance organization approval reference number;
 - (d) the date of issue;
 - (e) the expiration date;
 - (f) the scope of approval, in relation to aircraft, aircraft component, and specialized maintenance;
 - (g) specific terms and conditions of operations acceptable to the Authority;
 - (h) the locations of the maintenance facilities, unless the information is included in a separate document referred to in the approval certificate;
 - (i) a certificate number specifically assigned to the approved maintenance organization;
- (5) The certificate issued to an AMO shall be displayed in the premises for inspection by the public and the Authority.

- (6) The AMO certificate shall be in the form prescribed by the Authority in accordance with the template provided in the First Schedule and shall contain the date of original issue when different from the date of current issue.
- (7) The continued validity of the approval shall depend upon the organization remaining in compliance with these Regulations.
- (8) The maintenance organization shall notify the Authority of any changes to the organization's scope of work, location or personnel nominated in accordance with these Regulations.
- (9) Where the Authority accepts, in whole or in part, a maintenance organization approval issued by another Contracting State, such approval and successive changes shall be recognized through a special condition supplement determined by the Authority in the applicable technical guidance material.
- (10) Subject to sub-regulation (9), the Authority shall build an adequate liaison with the Contracting State that initially issued the maintenance organization approval.
- (11) Specific operating provisions shall contain:
 - (a) the certificate number specifically assigned to the AMO;
 - (b) the maintenance organization's name, location and registered address;
 - (c) class or limited ratings issued in detail, including special approvals and limitations issued;
 - (d) the date of current issue or revision and period of validity; and
 - (e) signatures of the Accountable Manager and that of the designated officer of the Authority
- (12) The AMO certificate shall define the scope of approval for which a maintenance organization is authorized.
- (13) An approved maintenance organization may perform maintenance, preventive maintenance or modifications on an aircraft, airframe, engine, propeller, appliance, aircraft components or its part only for which it is rated and within the limitations placed in its specific operating provisions.

6. Approved Maintenance Organization Certification

- (1) The AMO shall be certificated in accordance with procedures determined by the Authority in the applicable technical guidance material.
- (2) The certification and continued surveillance thereof, shall be carried out in accordance with these regulations and any other applicable Regulations to ensure that the required standards of maintenance are maintained, as determined by the Authority in the applicable technical guidance material.

7. Advertising

- (1) A maintenance organization shall not advertise itself as an approved maintenance organization unless an approved maintenance organization certificate has been issued to that facility.

- (2) An AMO shall not make any statement, either in writing or orally, about itself that is false or is designed to mislead any person.
- (3) When the advertising of an AMO indicates that it is certificated, the advertisement shall clearly state the AMO's certificate number.

8. Application for an AMO Certificate

An applicant for an AMO certificate shall submit the following to the Authority at least ninety days before the intended day of operations:

- (a) an application on a form and in a manner determined by the Authority in the applicable technical guidance material;
- (b) the applicant's maintenance procedures manual in duplicate;
- (c) a list of the maintenance functions to be performed for it, under contract, by another AMO;
- (d) a list of all AMO certificates and ratings pertinent to those certificates issued by any Contracting State other than the Republic of South Sudan;
- (e) documentation of the maintenance organisation's quality system; and
- (f) any additional information the Authority may require the applicant to submit.

9. Issue of an AMO Certificate

An applicant shall be issued an AMO certificate where after inspection, the Authority finds that the applicant:

- (a) meets the requirements for the holder of an AMO specified under these Regulations; and
- (b) is properly and adequately equipped for the performance of maintenance of aircraft or aircraft component for which it seeks approval.

10. Validity and Renewal of AMO Certificate

- (1) A certificate issued to an AMO shall be valid for twelve months from the date of issue or renewal, unless a shorter period is specified by the Authority, or:
 - (a) the Authority amends, suspends, revokes or otherwise terminates the certificate;
 - (b) the AMO surrenders it to the Authority; or
 - (c) the AMO suspends operations for more than one hundred and eighty days continuously.
- (2) An application for renewal of an AMO certificate shall be made on a form and in a manner determined by the Authority in the applicable technical guidance material, at least sixty days before the certificate expires.
- (3) Where a request for renewal is made after the expiry of an AMO certificate the applicant shall meet the initial application requirements provided for in Regulation 7.
- (4) Subject to Sub Regulation (1)(a) a certificate issued to an AMO in another contracting state under these regulations, shall be valid for one year from the date

of issue or renewal, as long as the AMO certificate issued by their national authority remains valid;

11. Continued Validity of AMO Approval

Unless the AMO certificate has previously been surrendered, superseded, suspended, revoked or expired by virtue of exceeding any expiration date that may be specified in the certificate, the continued validity of the certificate is dependent upon:

- (a) the AMO remaining in compliance with these Regulations any other applicable Regulations;
- (b) the Authority being granted access to the organisation's facilities to determine continued compliance with applicable Regulations; and
- (c) the payment of a fee specified by the Authority in the applicable aeronautical information circular.

12. Changes to the AMO and Certificate Amendments

- (1) An AMO shall notify the Authority in writing of any proposal to carry out any changes to enable the Authority to determine compliance with these Regulations and to amend where necessary, the AMO certificate.
- (2) An AMO shall not make the following changes without prior approval of the Authority:
 - (a) the name of the AMO;
 - (b) the location of the AMO;
 - (c) additional locations of the AMO;
 - (d) the accountable manager;
 - (e) any of the management personnel specified in the AMO's maintenance procedure manual;
 - (f) the housing, facilities, equipment, tools, material, procedures, work scope and certifying staff that could affect the approval;
 - (g) items in the maintenance procedures manual; and
 - (h) ratings held by the AMO.
- (3) When the Authority issues an amendment to an AMO certificate because of new ownership of the AMO, the Authority shall assign a new certificate number to the amended AMO certificate.
- (4) Unless the Authority determines that the approval should be suspended, the Authority may prescribe the conditions under which the AMO may operate during the changes.
- (5) An AMO certificate may be suspended by the Authority when changes in items listed under sub-regulation (2) have been made by the AMO without notifying the Authority.
- (6) An application for the amendment of an existing AMO certificate shall be made on a form and in a manner determined by the Authority in the applicable technical

guidance material, and the AMO shall submit to the Authority for approval the required amendment to the maintenance procedures manual.

13. Ratings of the AMO

The following ratings may be issued to an AMO certificated under these Regulations:

- (a) Airframe ratings:
 - (i) Class 1: Composite construction of small aircraft;
 - (ii) Class 2: Composite construction of large aircraft;
 - (iii) Class 3: All-metal construction of small aircraft; and
 - (iv) Class 4: All-metal construction of large aircraft.
- (b) Powerplant ratings:
 - (i) Class 1: Reciprocating engines of 400 horsepower or less;
 - (ii) Class 2: Reciprocating engines of more than 400 horsepower; and
 - (iii) Class 3: Turbine engines
- (c) Propeller ratings:
 - (i) Class 1: All fixed pitch and ground adjustable propellers of wood, metal, or composite construction; and
 - (ii) Class 2: All other propellers, by make.
- (d) Radio ratings:
 - (i) Class 1: Communication equipment: Any radio transmitting equipment or receiving equipment, or both, used in aircraft to send or receive communications in flight, regardless of carrier frequency or type of modulation used, including auxiliary and related aircraft interphone systems, amplifier systems, electrical or electronic inter-crew signaling 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 radio equipment;
 - (ii) Class 2 Navigational equipment: Any radio system used in aircraft for en route or approach navigation, 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 radar or pulsed radio frequency principles; and
 - (iii) Class 3: Radar equipment: Any aircraft electronic system operated on radar or pulsed radio frequency principles.
- (e) 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; and
 - (iv) Class 4: Electronic: Any instruments whose operation depends on electron tubes, transistors, or similar devices including capacitance type quantity gauges, system amplifiers, and engine analyzers.
- (f) Computer systems rating:
- (i) Class 1: Aircraft computer systems;
 - (ii) Class 2: Power plant computer systems; and
 - (iii) Class 3: Avionics computer systems.
- (g) Accessory ratings:
- (i) Class 1: Mechanical accessories that depend on friction, hydraulics, mechanical linkage, or pneumatic pressure for operation, including aircraft wheel brakes, mechanically driven pumps, carburetors, aircraft wheel assemblies, shock absorber struts and hydraulic servo units;
 - (ii) Class 2: Electrical accessories that depend on electrical energy for their operation, and generators, including starters, voltage regulators, electric motors, electrically driven fuel pumps magnetos, or similar electrical accessories;
 - (iii) Class 3: electronic accessories that depend on the use of an electron tube transistor, or similar device, including supercharger, temperature, air conditioning controls, or similar electronic controls; and
 - (iv) Class 4: Auxiliary Power Unit that may be installed on aircraft as self-contained units to supplement the aircraft's engines as a source of hydraulic, pneumatic, or electrical power.

14. AMO Limited Ratings

- (1) Whenever the Authority finds it appropriate, it may issue a limited rating to an AMO that maintains or alters only a particular type of airframe, powerplant, propeller, radio, instrument, computer or accessory, or parts thereof, or performs only specialized maintenance requiring equipment and skills not ordinarily found in an AMO with ratings as specified in Regulation 12.
- (2) A rating issued under sub regulation (1) may be limited to a specific model aircraft, engine, or constituent part, or to any number of parts made by a particular manufacturer.
- (3) Limited ratings are issued for:

- (a) airframes of a particular make and model;
 - (b) engines of a particular make and model;
 - (c) propellers of a particular make and model;
 - (d) instruments of a particular make and model;
 - (e) computers of a particular make and model;
 - (f) radio equipment of a particular make and model
 - (g) accessories of a particular make and model;
 - (h) landing gear components;
 - (i) floats by make;
 - (j) non-destructive inspection, testing, and processing;
 - (k) emergency equipment rotor blades by make and model;
 - (l) Rotor blades by make and model;
 - (m) aircraft fabric work; and
 - (n) any other purpose for which the Authority finds the applicant's request appropriate.
- (4) For a limited rating for specialized services, the operating provisions of the AMO must contain the specification used in performing specialized services which may be:
- (a) a civil or military specification that is currently used by industry and approved by the Authority; or
 - (b) a specification developed by the AMO and approved by the Authority.

15. AMO Capability

- (1) Except for functions that are contracted out, each certificated AMO shall provide equipment and material so that the functions listed in these Regulations as appropriate to the class or limited rating held or applied for, can be performed as required.
- (2) For an airframe rating, Classes 3, 4:
- (a) the functions in respect to metal skin and structural components are to:
 - (i) repair and replace steel tubes and fittings using the proper welding techniques, when appropriate;
 - (ii) apply anticorrosion treatment to the interior and exterior of parts;
 - (iii) perform simple machine operations;
 - (iv) fabricate steel fittings;
 - (v) repair and replace metal skin;
 - (vi) repair and replace alloy members and components;
 - (vii) assemble and align components using jigs or fixtures;
 - (viii) make up forming blocks or dies; or
 - (ix) repair or replace ribs.
 - (b) the functions in respect to wood structure are to:
 - (i) repair ribs and spars;
 - (ii) align interior of wings;

- (iii) repair or replace plywood skin; or
 - (iv) apply treatment against wood decay.
- (c) The Functions in Respect to Fabric Covering Are Repair of Fabric Surfaces;
- (d) The Functions in Respect to Aircraft Control Systems Are to:
 - (i) repair and replace control cables;
 - (ii) rig complete control system;
 - (iii) replace and repair all control system components; or
 - (iv) remove and install control system units and components.
- (e) the functions in respect to aircraft systems are:
 - (i) replace and repair landing gear hinge- point components and attachments;
 - (ii) maintain elastic shock absorber units;
 - (iii) conduct landing gear retraction cycle tests;
 - (iv) maintain electrical position indicating and wiring systems;
 - (v) repair and fabricate fuel, pneumatic, hydraulic, and oil lines;
 - (vi) diagnose electrical and electronic malfunctions;
 - (vii) repair and replace electrical wiring and electronic data transmission lines;
 - (viii) install electrical and electronic equipment; or
 - (ix) perform bench check of electrical and electronic components, not to be confused with the more complex functional test after repair or overhaul.
- (f) the functions in respect to assembly operations are:
 - (i) assemble aircraft components or parts, such as landing gear, wings, and controls;
 - (ii) rig and align aircraft components, including the complete aircraft and control system;
 - (iii) install power plants;
 - (iv) install instruments and accessories;
 - (v) assemble and install cowlings, fairings, and panels;
 - (vi) maintain and install windshields and windows;
 - (vii) maintain and install windshields and panels;
 - (viii) jack or hoist complete aircraft; or
 - (ix) balance flight control surfaces.
- (g) non-destructive inspection and testing using dye penetrants and magnetic, ultrasonic, radiographic, fluorescent, or holographic inspection techniques; and
- (h) the functions with respect to inspection of metal structures using appropriate inspection equipment to perform the inspections required on an aircraft.

- (3) For an airframe rating Classes 1 and 2, in addition to having the capability to perform the appropriate functions set forth for class 1, 2, 3, or 4 airframe ratings, an approved maintenance organization holding a class 1 or 2 airframe rating for composite aircraft must have the following equipment:
- (a) autoclave capable of providing positive pressure and temperature consistent with materials used;
 - (b) a circulating oven with vacuum capability storage equipment, such as freezer, refrigerator, and temperature-control cabinets or other definitive storage areas;
 - (c) honeycomb core cutters;
 - (d) non-destructive inspection equipment such as x-ray, ultrasonic, or other types of acoustic test equipment as recommended by the manufacturer;
 - (e) cutting tools, such as diamond or carbide saws or router bits, suitable for cutting and trimming composite structures;
 - (f) scales adequate to ensure proper proportioning by mass of epoxy adhesive and resins;
 - (g) mechanical pressure equipment such as vacuum bagging or sand bags, as appropriate;
 - (h) thermocouple probes necessary to monitor cure temperatures;
 - (i) hardness testing equipment using heat guns that are thermostatically controlled for curing repairs; and
 - (j) appropriate inspection equipment to perform inspection of composite structures as recommended by the manufacturer and as required for inspection of an aircraft under these Regulations.
- (4) For a powerplant rating, Class 1 and 2:
- (a) the functions in respect to maintenance and alteration of powerplants, including replacement of parts are to:
 - (i) perform chemical and mechanical cleaning;
 - (ii) perform disassembly operations;
 - (iii) replace bushings, bearings, pins, and inserts;
 - (iv) perform heating operations that may involve the use of recommended techniques that require controlled heating facilities;
 - (v) perform chilling or shrinking operations;
 - (vi) remove and replace studs;
 - (vii) inscribe or affix identification information;
 - (viii) paint powerplants and components; and
 - (ix) apply anticorrosion treatment for parts;
 - (b) the functions in respect to inspection of all parts, using appropriate inspection aids are to:
 - (i) determine precise clearances and tolerances of all parts; and
 - (ii) inspect alignment of connecting rods, crankshafts and impeller shafts;

- (c) accomplishment of routine machine work:
 - (i) ream inserts, bushings, bearings, and other similar components; and
 - (ii) reface valves.
 - (d) the functions in respect to accomplishment of assembly operations are to:
 - (i) perform valve and ignition-timing operations;
 - (ii) fabricate and test ignition harnesses;
 - (iii) fabricate and test rigid and flexible fluid lines;
 - (iv) prepare engines for long- or short-term storage; and
 - (v) hoist engines by mechanical means.
- (5) For a powerplant rating Classes 3, in addition to having the capability to perform the appropriate functions as required for Class 1 and 2 powerplant ratings, a maintenance organization holding a Class 3 powerplant rating must have the following equipment:
- (a) testing equipment;
 - (b) surface treatment antigallant equipment;
 - (c) functional equipment requirements as recommended by the manufacturer; and
 - (d) appropriate inspection equipment.
- (6) For propeller rating class 1 the functions are to:
- (a) remove and install propellers;
 - (b) maintain and alter propellers, including installation and replacement of parts to:
 - (i) replace bladed tipping;
 - (ii) refinish wood propellers;
 - (iii) make wood inlays;
 - (iv) refinish plastic blades;
 - (v) straighten bent blades within repairable tolerances;
 - (vi) modify blade diameter and profile;
 - (vii) polish and buff; and
 - (viii) perform painting operations.
 - (c) inspect components using appropriate inspection aids to inspect:
 - (i) propellers for conformity with manufacturer's drawings and specifications;
 - (ii) hubs and blades for failures and defects using all visual aids, including the etching of parts; and
 - (iii) hubs for wear of splines or keyways or any other defect;
 - (d) balance propellers to test:
 - (i) for proper track on aircraft; and
 - (ii) for horizontal and vertical unbalance using precision equipment.

- (7) For propeller rating class 2 the functions are to:
- (a) remove and install aircraft propellers, which may include installation and replacement of parts and:
 - (i) perform all functions listed under Class 1 propellers when applicable to the make and model of propeller in this class;
 - (ii) properly lubricate moving parts;
 - (iii) assemble complete propeller and
 - (iv) subassemblies using special tools when required;
 - (b) inspect components using appropriate inspection aids for those functions listed for Class 1 propellers under sub-Regulation 6 (b) and (c) when applicable to the make and model of the propeller being worked on;
 - (c) repair or replace components or parts and:
 - (i) replace blades, hubs or any of their components;
 - (ii) repair or replace anti-icing devices;
 - (iii) remove nicks or scratches from metal blades; or
 - (iv) repair or replace electrical propeller components;
 - (d) balance propellers, including those functions listed for class 1 propellers under sub regulation 6 (d) when applicable to the make and model of the propeller being worked on; and
 - (e) test propeller pitch-changing mechanism for:
 - (i) hydraulically operated propellers and components; or
 - (ii) electrically operated propellers and components.
- (8) For radio rating Class 1, 2, and 3, the functions are to perform physical inspection of radio systems and components by visual and mechanical inspection:
- (a) perform electrical inspection of radio systems and components by means of appropriate electrical or electronic test equipment;
 - (b) check aircraft wiring, antennas, connectors, relays, and other associated avionics components to detect installation faults;
 - (c) check engine ignition systems and aircraft accessories to determine sources of electrical interference;
 - (d) check aircraft power supplies for adequacy and proper functioning;
 - (e) remove, repair, and replace aircraft antennas;
 - (f) measure transmission line attenuation;
 - (g) measure radio component values such as inductance, capacitance, and resistance;
 - (h) determine waveforms and phase in avionics equipment when applicable;
 - (i) determine proper aircraft radio antenna, lead-in, and transmission-line characteristics and determine proper locations for type of radio equipment to which the antenna is connected;

- (j) determine the operational condition of radio equipment installed in aircraft by using appropriate portable test apparatus;
 - (k) test all types of transistors: solid-state, integrated circuits or similar devices in equipment appropriate to the class rating; and
 - (l) test radio indicators.
- (9) For radio rating class 1, in addition to having the capability listed in sub-regulation (8) other functions are to:
- (a) test and repair headsets, speakers, and microphones;
 - (b) measure radio transmitter power output; and
 - (c) measure modulation values, noise, and distortion in communication equipment.
- (10) For radio rating class 2, in addition to having the capability listed in sub-regulation (8) other functions are to:
- (a) test and repair headsets;
 - (b) test speakers;
 - (c) measure loop antenna sensitivity by appropriate methods; and
 - (d) calibrate to approved performance standards any radio navigational equipment, en route and approach aids, or similar equipment, as appropriate to this rating
- (11) For radio rating class 3, in addition to having the capability listed in sub - Regulation (8) the other function is to measure transmitter power output.
- (12) For computer systems rating class 1, 2, and 3 the functions are to:
- (a) maintain computer systems in accordance with manufacturer's specifications, test requirements, and recommendations;
 - (b) remove, maintain, and replace computer systems in aircraft; and
 - (c) inspect, test, and calibrate computer system equipment, including software.
- (13) For instrument rating class 1 the functions are to:
- (a) diagnose instrument malfunctions on the following instruments:
 - (i) rate-of-climb indicators;
 - (ii) altimeters;
 - (iii) airspeed indicators;
 - (iv) vacuum indicators;
 - (v) oil pressure gauges;
 - (vi) hydraulic pressure gauges ;
 - (vii) de-icing pressure gauges ;
 - (viii) pitot-static tube;
 - (ix) direct indicating compasses;
 - (x) accelerometer;
 - (xi) direct indicating tachometers; or

- (xii) direct reading fuel quantity gauges.
 - (b) inspect, test, and calibrate the instruments listed in paragraph (a) on and off the aircraft, as appropriate.
- (14) For instrument rating class 2 the functions are to:
- (a) diagnose instrument malfunctions of the following Instruments:
 - (i) tachometers;
 - (ii) synchroscope;
 - (iii) electric temperature indicators;
 - (iv) electric resistance-type indicators;
 - (v) moving magnet-type indicators;
 - (vi) warning units,oil and fuel;
 - (vii) selsyn systems and indicators;
 - (viii) self-synchronous systems and indicators;
 - (ix) remote indicating compasses;
 - (x) quantity indicators;
 - (xi) avionics indicators;
 - (xii) ammeters;
 - (xiii) avionics indicators;
 - (xiv) voltmeters; or
 - (xv) frequency meters.
 - (b) inspect, test, and calibrate instruments listed in paragraph (a) on and off the aircraft, as appropriate.
- (15) For instrument rating Class 3 the functions are to:
- (a) diagnose instrument malfunctions of the following instruments:
 - (i) turn and bank indicators;
 - (ii) directional gyros;
 - (iii) horizon gyros; or
 - (iv) auto pilot control units and components; and
 - (b) inspect, test, and calibrate instruments listed in paragraph (a) on and off the aircraft, as appropriate.
- (16) For instrument rating Class 4 the functions are to:
- (a) diagnose instrument malfunctions of the following instruments:
 - (i) capacitance-type quantity gauge;
 - (ii) laser gyros; or
 - (iii) other electronic instruments; and
 - (b) inspect, test, and calibrate instruments listed in paragraph (a) on and off the aircraft, as appropriate.

- (17) For accessory rating class 1, 2, 3, and 4, the AMO shall perform the following functions in accordance with the manufacturer's specifications and recommendations:
- (a) diagnose accessory malfunctions;
 - (b) maintain and alter accessories, including installing and replacing parts; and
 - (c) inspect, test, and calibrate accessories on and off the aircraft as appropriate.

16. Contracted or Sub- Contracted Maintenance Functions

- (1) An AMO may contract its maintenance functions to another approved maintenance organization provided that:
- (a) The contracted AMO shall be appropriately rated and capable of performing the work contracted for; and
 - (b) The AMO must ensure that the contracted maintenance work to be performed shall be in the form of a written maintenance contract detailing the required maintenance functions and defining the support of the quality functions approved or accepted by the Authority.
- (2) An AMO may sub-contract maintenance functions to an organization which is not approved by the Authority provided that the AMO meets the following conditions:
- (a) the AMO must be authorized for work which is to be sub- contracted and have the capability to assess the competence of the sub-contractor;
 - (b) the AMO must retain responsibility for quality control and release of the sub-contracted activities, including the appropriate airworthiness requirements; and
 - (c) have necessary procedures for the control of the sub- contracted activities, together with the terms for the personnel responsible for the management.

17. Safety Management

An approved maintenance organisation certificate holder shall establish and maintain a safety management system acceptable to the Authority as part of certification requirements described in a safety management manual in accordance with the South Sudan Civil Aviation (Safety Management) Regulations.

CHAPTER III
FACILITIES, EQUIPMENT, TOOLS, PERSONNEL AND ENVIRONMENT

18. General

An AMO shall have personnel, housing, facilities, tools and materials, equipment and technical data in quality and quantity that meet the standards required to perform the work for which it is approved.

19. Facilities

- (1) The maintenance organization shall provide the appropriate housing, facilities and working environments for the tasks to be performed.
- (2) The maintenance organization shall ensure that storage conditions provide adequate security and prevent deterioration of, and damage to, stored items such as parts, equipment, tools and material.
- (3) Facilities shall be provided as appropriate for all planned work ensuring, in particular, protection from weather.
- (4) All work environments shall be appropriate for the task carried out and shall not impair the effectiveness of personnel.
- (5) Office accommodation shall be appropriate for the management of planned work including, in particular, the management of quality, planning, and technical records.
- (6) Specialized workshops and bays shall be segregated, as appropriate, to ensure that environmental and work area contamination is unlikely to occur.
- (7) Storage facilities shall be provided for parts, equipment, tools and materials.
- (8) Storage conditions shall be such as to provide security and prevent deterioration of and damage to stored items.
- (9) An AMO with an airframe rating shall provide suitable permanent housing to enclose the largest type and model of aircraft listed on its operations specifications.
- (10) For ongoing maintenance of aircraft, aircraft hangars shall be available and large enough to accommodate aircraft during maintenance activities.
- (11) Where the hangar is not owned by the AMO, the AMO Shall:
 - (a) provide evidence to the Authority that the AMO is authorized to use the 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 that aircraft component maintenance and aircraft component workshops are large enough to accommodate the components on planned maintenance;
 - (e) ensure that aircraft hangar and aircraft component workshop structures prevent the ingress of rain, hail, ice, snow, wind and dust;
 - (f) ensure that workshop floors are sealed to minimize dust generation; and
 - (g) demonstrate access to hangar accommodation for usage during adverse weather for minor scheduled work or lengthy defect rectification.
- (12) Aircraft maintenance staff shall be provided with an area where they may study maintenance instructions and complete maintenance records in a proper manner.
- (13) Hangars used to house aircraft together with office accommodation shall be such as to have a clean, effective and comfortable working environment by ensuring that:
 - (a) temperatures are maintained at a comfortable level;

- (b) dust and any other airborne contamination are kept to a minimum and not permitted to reach a level in the work task area where visible aircraft or component surface contamination is evident;
 - (c) lighting is such as to ensure each inspection and maintenance task can be carried out; and
 - (d) noise levels are not permitted to rise to the point of distracting personnel from carrying out inspection tasks and where it is impractical to control the noise source, such personnel shall be provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks.
- (14) Where a particular maintenance task requires the application of specific environmental conditions different from those specified in sub-regulation (2), such specific conditions shall be observed as specified in the approved maintenance instructions.
- (15) Where the working environment for line maintenance deteriorates to an unacceptable level with respect to temperature, moisture, hail, ice, snow, wind, light, dust or other airborne contamination, the particular maintenance or inspection tasks shall be suspended until satisfactory conditions are re-established.
- (16) 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.
- (17) Storage facilities for serviceable aircraft components shall be clean, well-ventilated and maintained at an even dry temperature to minimize the effects of condensation.
- (18) Manufacturer standards and recommendations shall be followed for specific aircraft components.
- (19) Storage racks shall provide sufficient support for large aircraft components so that the component is not distorted.
- (20) All aircraft components, wherever practicable, shall remain packaged in protective material to minimize damage and corrosion during storage.
- (21) provide storage conditions for security of serviceable parts, segregation of serviceable parts from unserviceable parts and for prevention of deterioration and damage to stored items;
- (22) avail aircraft hangars, large enough to accommodate aircraft, during on-going maintenance activities.
- (23) Where the hangar referred to in sub-regulation (22) is not owned by the approved maintenance organization:
- (a) provide evidence to the Authority that the approved maintenance organization is authorized to use the hangar;
 - (b) demonstrate the 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 that aircraft component maintenance and aircraft component workshops are large enough to accommodate the components

- on planned maintenance;
- (e) ensure that aircraft hangar and aircraft component workshop structures prevent the ingress of rain, hail, ice, snow, wind and dust;
- (f) ensure that workshop floors are sealed to minimise dust generation; and
- (g) demonstrate access to hangar accommodation for usage during adverse weather for minor scheduled work or lengthy defect rectification.
- (h) provide aircraft maintenance staff with an area where the staff may study maintenance instructions and complete maintenance records in a proper manner;
- (i) ensure that hangars used to house aircraft together with office accommodation have a clean, effective and comfortable working environment by ensuring that:
 - (j) temperatures are maintained at a comfortable level; (ii) dust and any other airborne contamination are kept to a minimum and not permitted to reach a level in the work task area where visible aircraft or component surface contamination is evident;
 - (k) lighting is such as to ensure each inspection and maintenance task, can be carried out; and
 - (l) noise levels are not permitted to rise to the point of distracting personnel from carrying out inspection tasks and where it is impractical to control the noise source, such personnel shall be provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks,
- (m) observe the specific environmental conditions as specified in the approved maintenance instructions where a particular maintenance task requires the application of specific environmental conditions different from those specified in sub-regulation (l);
- (n) where the working environment for line maintenance deteriorates to an unacceptable level with respect to temperature, moisture, hail, ice, snow, wind, light, dust or other airborne contamination, suspend the particular maintenance or inspection tasks until satisfactory conditions are re-established;
- (o) seal all susceptible systems until acceptable conditions are re-established for both base and line maintenance where dust or other airborne contamination results in visible surface contamination;
- (p) ensure that storage facilities for serviceable aircraft components are clean, well-ventilated and maintained at an even dry temperature to minimize the effects of condensation;
- (q) follow manufacturer standards recommendations for specific aircraft components;
- (r) ensure that storage racks provide sufficient support for large aircraft components so that the component is not distorted; and
- (s) ensure that all aircraft components, wherever practicable, remain packaged in a protective material to minimize damage and corrosion during storage.

20. Equipment, Tools, and Material

- (1) An AMO shall have available the necessary equipment, tools and material to perform the approved scope of work, and these items shall be under full control of the AMO.

- (2) Equipment and tools shall be available at all times except in the case of any tool or equipment that is so rarely needed that its permanent availability is not necessary.
- (3) The Authority may exempt an AMO from possessing specific tools and equipment for maintenance or repair of an aircraft or aircraft component specified in the AMO's certificate, where the tools and equipment can be acquired temporarily, by prior arrangement and be under full control of the AMO when needed to perform required maintenance or repairs.
- (4) The AMO shall use the equipment, tools, and material that are recommended by the manufacturer of the article or must be at least equivalent to those recommended by the manufacturer and acceptable to the Authority.
- (5) An AMO shall control all applicable tools, equipment and test equipment used for product acceptance or for making a finding of airworthiness.
- (6) An AMO shall ensure that all applicable tools, equipment and test equipment used for product acceptance or for making a finding of airworthiness are calibrated to ensure correct calibration to a standard acceptable to the Authority and traceable to national or international standards.
- (7) An AMO shall keep all records of calibrations and the standards used for calibration.
- (8) Except as provided in sub-regulations (6), in the case of foreign manufactured tools, equipment and test equipment, the standard provided by the state of manufacture may be used where approved by the Authority.
- (9) 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.
- (10) Except as provided in sub-regulation (9), tools, equipment or test equipment other than those recommended by the manufacturer shall be acceptable based on at least the following:
 - (a) the AMO shall have a procedure in the approved maintenance procedures manual where it intends to use equivalent tools, equipment or test equipment other than that recommended by the manufacturer; and
 - (b) the AMO shall have a program to include:
 - (i) a description of the procedures used to establish the competence of personnel that make the determination of equivalency of tools, equipment or test equipment;
 - (ii) 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;
 - (iii) 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;
 - (iv) 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 aircraft component undergoing maintenance or calibration; and
- (v) the AMO shall have full control of the equivalent tool, equipment or test equipment through an ownership, lease or other legal arrangement.
- (11) An AMO approved for base maintenance shall have sufficient aircraft access equipment and inspection platforms or docking such that the aircraft may be properly inspected.
 - (12) The AMO shall have a procedure to inspect or 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.
 - (13) The AMO shall have a procedure to ensure that where it uses either a primary, secondary or transfer standard for performing calibration, that standard cannot be used to perform maintenance.
 - (14) A clear system of labelling all tooling, equipment and test equipment shall be used to give information on when:
 - (a) the next inspection or service or calibration is due and where the item is unserviceable for a reason that is not obvious; and
 - (b) such tools, equipment and test equipment are not used for product acceptance or for making a finding of airworthiness.
 - (16) An AMO shall maintain a register for all calibrated tools, equipment and test equipment together with a record of calibrations and standards used.
 - (17) 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.
 - (18) The Authority may not amend the approval to remove the aircraft or aircraft component on the basis that it is a temporary situation and there is a formal agreement from the approved maintenance organization to re-acquire tools, equipment or other items before performing any maintenance or repair.

CHAPTER IV ADMINISTRATION

21. Approved Maintenance Organization (AMO) Personnel and Training Requirements

- (1) An AMO shall appoint a management person or group of persons acceptable to the Authority, whose responsibilities include ensuring that the AMO is in compliance with these Regulations.
- (2) A persons appointed as manager shall represent the maintenance management structure of the AMO, and be responsible for all functions specified in these Regulations.

- (3) the appointed managers shall be directly responsible to an accountable manager who shall be acceptable to the Authority.
- (4) the AMO's functions shall be allocated to individual managers or combined in any number of ways, dependent upon the size of the AMO.
- (5) An AMO shall employ sufficient personnel to plan, perform, supervise and inspect and release the work in accordance with the approval.
- (6) The competence of personnel involved in maintenance shall be established in accordance with a procedure and to a standard acceptable to the Authority.
- (7) An AMO may facilitate the conduct of skill test to determine the competence of an applicant for aircraft maintenance engineers license in accordance with the South Sudan Civil Aviation (Personnel Licensing) Regulations and applicable technical guidance material.
- (8) The person signing a certificate of release to service shall be qualified in accordance with the South Sudan Civil Aviation (Personnel Licensing) Regulations as appropriate to the work performed and acceptable to the Authority.
- (9) The maintenance personnel and the certifying staff shall meet the qualification requirements and receive initial and continuation training to their assigned tasks and responsibilities in accordance with a program acceptable to the Authority.
- (10) The maintenance personnel and the certifying staff shall receive sufficient continuation training in each two-year period to ensure that such staff have up-to-date knowledge of relevant technology, change in standard of aircraft or aircraft component maintained, organizational procedures and human factors.
- (11) The training programme established by the maintenance organization shall include training in knowledge and skills related to human performance, including coordination with other maintenance personnel and flight crew.
- (12) An AMO that uses aviation repair specialists shall ensure that each aviation repair specialist is employed by the AMO and is authorized in accordance with the South Sudan Civil Aviation (Personnel Licensing) Regulations and applicable technical guidance material.
- (13) The maintenance personnel and the certifying staff shall meet the qualification requirements and receive initial, recurrent, and specialized training to their assigned tasks and responsibilities in accordance with a training programme acceptable to the Authority.
- (14) The approved maintenance organization shall employ the necessary personnel to plan, perform, supervise, inspect and release the work to be performed.
- (15) The functions of the approved maintenance organization shall be allocated to individual managers or combined in any number of ways, dependent upon the size of the approved maintenance organization.

- (16) An approved maintenance organization may facilitate the conduct of skill test to determine the competence of an applicant for aircraft maintenance engineers' licence in accordance with the South Sudan Civil Aviation (Personnel Licensing) Regulations.
- (17) An approved maintenance organization shall document, in a form and manner acceptable to the Authority, the individual employee training records which shall be retained for a minimum of 2 years.
- (18) The approved maintenance organizations shall establish and implement a training program and procedures acceptable to the Authority for maintenance personnel and the certifying staff to receive sufficient continuation training for such staff to have up-to-date knowledge of relevant technology, change in standard of aircraft or aircraft component maintained, organizational procedures and human factors.

22. Management Personnel Required for Aircraft Maintenance Organization

- (1) An AMO shall have an accountable manager acceptable to the Authority with corporate authority for ensuring that all the necessary resources are available to support the AMO approval.
- (2) The AMO shall have qualified personnel as appropriate, with proven competence in civil aviation available and serving in the following positions or their equivalent:
 - (a) base maintenance manager;
 - (b) line maintenance manager;
 - (c) workshop manager;
 - (d) quality manager; and
 - (e) safety manager.
- (3) The maintenance organization shall employ the necessary personnel to plan, perform, supervise, inspect and release the work to be performed.
- (4) The AMO shall make temporal arrangements to ensure continuity of supervision of its functions where maintenance is conducted in the absence of any required management personnel.
- (5) A person serving in a required management position in one AMO except for the accountable manager shall not serve in any other AMO in a required management position unless approved by the Authority.
- (6) The Authority may approve positions, other than those listed in sub-regulation (2) when the AMO is able to show that it can perform the approved functions safely under the direction of fewer or different categories of management personnel due to the size of the AMO.
- (7) For the purposes of sub-regulation (2), "competence in civil aviation" means that an individual has a technical qualification and management experience acceptable to the Authority for the position.

23. Qualification and Responsibility of Personnel

- (1) The Accountable Manager shall establish and promote the safety and quality policy and possess the following qualifications:
 - (a) a background in aviation management;
 - (b) knowledge of the South Sudan Civil Aviation Authority Act, (Approved Maintenance Organization) Regulations, South Sudan Civil Aviation (Safety Management) Regulations, other applicable Regulations and materials published by the Authority that are applicable to aircraft maintenance;
 - (c) a thorough knowledge of the organization's maintenance procedures; and
 - (d) have attended a human factors course recognized by the Authority.
- (2) the accountable manager shall notify the Authority when he or she delegates all or part of his or her responsibility in writing to another person in a management position within the organization.
- (3) A base maintenance manager shall, dependent upon the scope of approval of an AMO, be responsible for ensuring that all maintenance carried out in the hangar, plus any defect rectification carried out during base maintenance is carried out in accordance with the approved maintenance programme or schedule.
- (4) The minimum qualification for the base maintenance manager shall be as follows:
 - (a) an aircraft maintenance engineer's licence with appropriate ratings for which the AMO has applied for or is approved;
 - (b) at least five years' experience in maintaining the same category of aircraft including one year as a certifying staff for the most complex or largest aircraft applied for in the AMO;
 - (c) type training on every aircraft maintained within the approved scope of the AMO; and
 - (d) certificate in management or supervisory training.
- (5) A line maintenance manager shall be responsible for ensuring that:
 - (a) all line maintenance required to be carried out on the aircraft, including defect rectification, is performed in accordance with the aircraft manufacturer's recommendations and maintenance procedures approved by the Authority; and
 - (b) any corrective action resulting from quality compliance monitoring is performed to required standards.
- (6) The minimum qualifications for line maintenance manager are:
 - (a) an aircraft maintenance engineer's licence with appropriate ratings for which the AMO has applied for or is approved; and
 - (b) at least five years' experience in maintaining the same category of aircraft including one year as a certifying staff for the most complex or largest

- aircraft applied for in the AMO; and
 - (c) certificate in management or supervisory training.
- (7) A workshop manager shall be responsible for ensuring that:
- (a) all work on aircraft components in the workshop is performed in accordance with the component manufacturer's recommendations and maintenance procedures approved by the Authority; and
 - (b) any corrective action resulting from quality compliance monitoring is performed to required standards;
- (8) The minimum qualifications for a workshop manager are:
- (a) an aircraft maintenance engineer's licence;
 - (b) original equipment manufacturer's training on components for which capability is applied for;
 - (b) at least five years' experience in maintaining components for the same category of aircraft including one year in the capacity of returning components to service; and
 - (c) certificate in management or supervisory training.
- (9) A quality manager shall be responsible for:
- (a) monitoring the AMO's compliance with these Regulations; and
 - (b) requesting for remedial action as appropriate by the base maintenance manager or line maintenance manager or workshop manager or the accountable manager.
- (10) The minimum qualifications for quality manager are:
- (a) an aircraft maintenance engineer's licence or diploma or a bachelor's degree holder in any appropriate engineering field;
 - (b) at least five years' experience in the field of aircraft maintenance of which three years should have been in an aviation engineering quality system; and
 - (c) certificate in quality management training recognized by the Authority.
- (11) A safety manager shall be responsible for the implementation and maintenance of an effective safety management system.
- (12) The minimum qualifications for safety manager are:
- (a) technical qualification in the field of aircraft maintenance or flight operations;
 - (b) at least five years' experience in the field of aircraft maintenance or flight operations; and
 - (c) certificate in safety management training recognized by the Authority.
- (13) The AMO shall ensure that personnel who carry out specialized tasks are appropriately qualified in accordance with these Regulations and procedures acceptable to the Authority.

24. Man Hours

- (1) the AMO shall have a production man-hour plan acceptable to the Authority showing that the organisation has sufficient staff to plan, perform, supervise, inspect and monitor quality within the organisation in accordance with the approval.
- (2) The organisation shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.
- (3) Where an AMO is certified for base maintenance, the man-hours plan shall relate to the aircraft hangar visit plan.
- (4) The man-hours plan shall be regularly updated.
- (5) Work performed on any aircraft registered outside South Sudan shall be taken into account where it impacts upon the production man-hours plan.
- (6) Quality monitoring compliance function relating to man-hours shall be sufficient as to meet the requirement of rest and duty limitations for persons performing maintenance functions.
- (7) The organization shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.

25. Assessment of Personnel

- (1) Planners, aircraft maintenance engineers, mechanics, supervisors and certifying staff of an AMO shall be assessed for competence by the AMO through a process established by the AMO and approved by the Authority.
- (2) The assessment specified in sub-regulation (1) shall be based on job description for each post and 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) aircraft maintenance engineers and 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 upon by the quality department of the AMO; and
 - (d) Certifying staff are able to determine when an aircraft or an aircraft component is or is not ready for release to service.

- (3) Planners, supervisors, and certifying staff, shall demonstrate knowledge of AMO procedures relevant to their particular role.
- (4) The approved maintenance organization shall ensure that personnel who carry out specialized task are appropriately qualified in accordance with standards recognized by the Authority.

26. Training of Certifying Staff

- (1) Initial and continuing training of certifying staff shall be performed by an AMO or a training organisation selected by the AMO.
- (2) An AMO shall establish the curriculum and standards for training of personnel and establish pre-qualification standards intended to ensure that the trainee has a reasonable chance of successfully completing the training.
- (3) The training programme, training facilities and the curriculum to train certifying staff as provided for in sub-regulation (2) shall be approved by the Authority.
- (4) The training programme submitted to the Authority under sub-regulation (3) shall include:
 - (a) details of the number of personnel who will receive initial training to qualify as certifying staff over specified time periods; and
 - (b) for maintenance personnel and certifying staff of the AMO, training in knowledge and skills related to live performance including coordination with other maintenance personnel and flight crew.
- (5) All trained personnel shall be examined at the end of each training course.
- (6) All certifying staff of an AMO shall undergo initial training that covers:
 - (a) basic engineering theory relevant to the scope of work performed by the AMO;
 - (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 or structural defects; and
 - (c) company procedures relevant to the certifying staff's tasks.
- (7) All certifying staff of the AMO shall receive sufficient continuation training in each two-year period to ensure that such staff have up-to-date knowledge of relevant technology, change in standard of aircraft or aircraft component maintenance, organizational procedure and human factors.
- (8) All certifying staff of an approved maintenance organization that have undergone initial training shall undertake continuous training in changes in approved maintenance organization procedures and changes in the standard of aircraft or aircraft component maintained.
- (9) A Certifying staff employed in an AMO shall not undertake the same responsibilities in another AMO unless approved by the Authority.

27. Dangerous Goods Training Programme

- (1) An AMO shall have a dangerous goods training programme for its employees, whether full time, part time, temporary, or contracted, who are engaged in the following activities:
 - (a) loading, unloading, or handling of dangerous goods;
 - (b) design, manufacture, fabrication, inspection, marking, maintenance, reconditions, repairs, or tests of a package, container, or packaging component that is represented, marked, certified, or sold as qualified for use in transporting dangerous goods;
 - (c) preparation of hazardous materials for transport;
 - (d) responsibility for the safety of transportation of dangerous goods;
 - (e) operation of a vehicle used to transport dangerous goods; or
 - (f) supervision of any of the above listed items.
- (2) An AMO employee shall not perform or directly supervise a job function listed in item (1) unless he or she has received the approved dangerous goods training.
- (3) The dangerous goods training of the AMO shall be approved by the Authority.
- (4) An AMO shall document, in a form and manner acceptable to the Authority, the individual employee training records which shall be retained for a minimum of two years.

28. Rest and Duty limitations for Persons Performing Maintenance Functions in an AMO

- (1) A person shall not:
 - (a) assign maintenance functions for aircraft unless the assignee has had a minimum rest period of eight hours prior to the beginning of duty;
 - (b) schedule a person performing maintenance functions on an aircraft for more than twelve consecutive hours of duty.
- (2) A person shall not:
 - (a) perform maintenance functions on an aircraft unless that person has had a minimum rest period of eight hours prior to the beginning of duty; or
 - (b) perform maintenance functions on an aircraft for more than twelve consecutive hours of duty;
- (3) In situations involving unscheduled aircraft unserviceability, persons performing maintenance functions for aircraft may be continued on duty for:
 - (a) up to sixteen consecutive hours; or
 - (b) twenty hours in twenty-four consecutive hours.
- (4) The number of persons authorized to access the records system shall be limited to minimize the possibility of records being altered in an unauthorized manner and to limit confidential records from becoming accessible to unauthorized persons.

- (5) An AMO shall relieve the person performing maintenance functions from all duties for twenty-four consecutive hours during any seven consecutive day period.
- (6) Following unscheduled duty periods, the person performing maintenance functions on an aircraft shall have a mandatory rest period of ten hours.

29. Record of Certifying Staff

- (1) An AMO shall maintain a roster of all certifying staff, which includes details of the scope of their authorization and the certifying staff shall be notified in writing of the scope of that authorization.
- (2) 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 authorization;
 - (i) date of first issue of the authorization;
 - (j) expiration date of the authorization, where appropriate; and
 - (k) identification number of the authorization.
- (3) Records of certifying staff shall be controlled by the AMO's quality department.
- (4) The number of persons authorized to access the records system shall be limited to minimize the possibility of records being altered in an unauthorized manner and to limit confidential records from becoming accessible to unauthorized persons.
- (5) Certifying staff shall be given reasonable access on request to their records.
- (6) The Authority may investigate the records system for initial and continued approval or when the Authority has cause to doubt the competence of a particular certifying person.
- (7) An AMO shall keep the record of a certifying staff for at least two years following a date on which a staff has ceased employment with the AMO or upon withdrawal of the certifying staff authorization.
- (8) The certifying staff shall upon request be furnished with a copy of their record on leaving the AMO.
- (9) The authorization document issued to the certifying staff under this regulation shall be in a style that makes its scope clear to certifying staff and the Authority

that may be required to examine the document and where codes are used to define scope, an interpretation document shall be readily available.

- (10) Certifying staff shall be required to carry the authorization document at all times and shall produce it on request from the Authority.

CHAPTER V

APPROVED MAINTENANCE ORGANIZATION (AMO) OPERATING RULES

30. AMO Maintenance Procedures Manual

- (1) An AMO shall provide for the use and guidance of maintenance personnel concerned a maintenance procedures manual which may be issued in separate parts.
- (2) An AMO maintenance procedures manual and any subsequent amendments shall be approved by the Authority prior to use and the copies of all amendments to the procedures manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.
- (3) An AMO maintenance procedures manual shall specify the scope of work required of the AMO in order to satisfy the relevant requirements for an approval of an aircraft or aircraft component for return to service.
- (4) An AMO maintenance procedures manual shall provide clear guidance to personnel on how the activities included in AMO approval are managed, on their personal responsibilities, and on how compliance with the appropriate continuing airworthiness requirements is achieved.
- (5) An AMO maintenance procedures manual and any other manual it identifies shall:
 - (a) include instructions and information necessary to allow the personnel to perform their duties and responsibilities with a high degree of safety;
 - (b) be in a form that is easy to revise and contain a system which allows personnel to determine current revision status;
 - (c) have a description of the organization's procedures and quality or inspection system in accordance with Regulation 29;
 - (d) have the date of the last revision printed on each page containing the revision;
 - (e) not be contrary to any Laws of the Republic of South Sudan or the AMO's operations specifications; and
 - (f) include reference to applicable Regulations.
- (6) Without prejudice to the preceding provisions of this Regulation, an AMO maintenance procedures manual shall contain the following information:

- (a) a statement signed by the accountable manager confirming that the AMO maintenance procedures manual and other associated manuals define the AMO's compliance with this Regulation and shall be complied with at all times;
- (b) a list which describes the duties and responsibilities of the management personnel and the matters on which they may deal directly with the Authority on behalf of the AMO;
- (c) a procedure to establish and maintain a current list of the titles and names of the AMO's management personnel accepted by the Authority;
- (d) an organization chart showing associated chains of responsibility of the management personnel;
- (e) a procedure to establish and maintain a current roster of certifying staff;
- (f) a description of the procedures used to establish the competence of maintenance personnel;
- (g) a general description of manpower resources;
- (h) description of the method used for the completion and retention of the maintenance records;
- (i) a description of the procedure for preparing the certificate of release to service and the circumstances under which the certificate of release to service is to be signed;
- (j) a description, when applicable, of additional procedures for complying with an AOC holder's maintenance procedures and requirements;
- (k) the personnel authorized to sign the maintenance release and the scope of their authorization;
- (l) a description of the procedures for complying with the service information reporting requirement contained in the South Sudan Civil Aviation Airworthiness of Aircraft Regulations;
- (m) a description, when applicable, of the additional procedures for complying with an operator's maintenance procedures and requirements;
- (n) a description of the procedure for receiving, amending and distributing within the maintenance organization all necessary airworthiness data from the type certificate holder or the type design organization;
- (o) a description of the procedures for implementing changes affecting the approval of the maintenance organization;
- (p) a general description of the facilities located at each physical address specified in the AMO's certificate;
- (q) a general description of the AMO's scope of work relevant to the extent of approval;
- (r) the notification procedure for the AMO to use when requesting the approval of changes to the organization of the AMO from the Authority;
- (s) the amendment procedure for the AMO maintenance procedures manual, including the submission to the Authority;
- (t) the AMO's procedures, acceptable to the Authority to:

- (i) ensure good maintenance practices and compliance with the requirements in these Regulations;
 - (ii) establish and maintain an independent quality system to monitor compliance with the adequacy of the procedures;
 - (iii) ensure good quality maintenance practices and airworthy aircraft and aircraft components compliance monitoring;
 - (iv) include a feedback system, acceptable to the Authority, to the person or group of persons specified in Regulation 22, and ultimately to the accountable manager to ensure, as necessary, corrective action.
- (u) AMO procedures for self-evaluations, including methods and frequency of such evaluations, and procedures for reporting results to the accountable manager for review and action;
 - (v) a list of operators, where appropriate, to which the AMO provides an aircraft maintenance service;
 - (w) a list of organizations performing maintenance on behalf of the AMO and description of the contracted activities;
 - (x) a list of the AMO's line maintenance locations and procedures, where applicable;
 - (y) a description of the organization's procedures and quality or inspection system in accordance with regulation 30;
 - (z) the personnel authorized to sign the maintenance release and the scope of their authorization;
 - (aa) a description, where applicable, of the additional procedures for complying with an operator's maintenance procedures and requirements; and
 - (bb) a description of the procedures for implementing changes affecting the approval of the maintenance organization.
- (7) The list of personnel and certifying staff for sub- regulation (6) (b) and (6) (e) may be separate from the AMO maintenance procedures manual, but shall be kept current and available for review by the Authority when requested.
- (8) AMO personnel shall be familiar with those parts of the manuals that are relevant to the maintenance work they perform.
- (9) An AMO shall specify in the AMO maintenance procedures manual who should amend the manual, particularly in the case where the manual consists of several parts.
- (10) The quality manager of an AMO shall be responsible for:
- (a) monitoring the amendment of the AMO maintenance procedures manual, including associated procedures manuals; and
 - (b) submitting proposed amendments to the Authority, incorporating them after approval and furnishing copies of all amendments to the procedures

manual promptly to all organizations or persons to whom the manual has been issued.

- (11) The AMO maintenance procedures manual shall address four main areas:
 - (a) the management procedures covering the parts previously specified;
 - (b) the maintenance procedures covering all aspects of how aircraft components may be accepted from outside sources and how aircraft will be maintained to the required standard;
 - (c) the quality system procedures, including the methods of qualifying mechanics, inspectors, certifying staff and quality audit personnel; and
 - (d) Contracted AOC holder procedures and paperwork.
- (12) An AMO maintenance procedures manual shall be in a format set out in the Second Schedule of these Regulations.
- (13) The approved maintenance organization shall ensure that the procedures manual is amended as necessary to keep the information contained therein up to date.

31. Maintenance Procedures and Independent Quality System

- (1) An AMO shall establish maintenance procedures acceptable to the Authority to ensure good maintenance practices and compliance with all relevant requirements in these Regulations, such that aircraft and aircraft components may be properly released to service.
- (2) The maintenance procedures established under sub- regulation (1) shall:
 - (a) cover all aspects of maintenance activity and describe standards to which the AMO intends to work;
 - (b) take into account the aircraft and aircraft component design and AMO standards; and
 - (c) address the provisions and limitations of these Regulations.
- (3) An AMO shall establish an independent quality system, acceptable to the Authority, to monitor compliance with and adequacy of the procedures and by providing a system of inspection to ensure that all maintenance is properly performed.
- (4) The compliance monitoring specified in sub-regulation (3) shall include a feedback system to the designated management person or group of persons directly responsible for the quality system and ultimately to the accountable manager to ensure where necessary, corrective action is taken.
- (5) The quality system established under sub-regulation (3):
 - (a) may be an independent system under the control of the quality manager that evaluates the maintenance procedures and the correctness of the equivalent safety case process; and
 - (b) shall include a procedure to initially qualify and periodically perform audits on persons performing work on behalf of the AMO.

- (6) An AMO's quality system shall be:
 - (a) sufficient to review all maintenance procedures as described in the maintenance procedures manual in accordance with an approved program once a year for each aircraft type maintained; and
 - (b) indicate when audits are due, when they are completed and establish a system of audit reports which can be reviewed by the Authority on request.
- (7) The audit system established under sub-regulation (6)(b) shall clearly establish a means by which audit reports containing observations about non-compliance or poor standards are communicated to the accountable manager.
- (8) The maintenance organization shall ensure that the procedures manual is amended as necessary to keep the information contained therein up to date.

32. Capability List

- (1) An AMO shall prepare and retain a current capability list approved by the Authority.
- (2) An AMO shall not perform maintenance, preventive maintenance, or modifications on an article until the article has been listed on the capability list in accordance with these Regulations.
- (3) A capability list specified in sub-regulation (2) shall identify each article by make and model, part number, or other nomenclature designated by the article's manufacturer.
- (4) An article may be listed on the capability list only when the article is within the scope of the ratings and classes of the AMO's certificate, and only after the AMO has performed a self-evaluation in accordance with Regulation 29(5)(v).
- (5) An AMO shall perform the self-evaluation described in sub-regulation (4) to determine that the maintenance organization has all of the facilities, equipment, material, technical data, processes, housing, and trained personnel in place to perform the work on the article as required by this Regulation.
- (6) Where an AMO makes a positive determination under sub-regulation (5), it may list the article on the capability list.
- (7) The document of the evaluation described in sub-regulation (4) must be signed by the accountable manager and must be retained on file by the AMO.
- (8) Upon listing an additional article on its capability list, the AMO shall send a copy of the list to the Authority.
- (9) Prior to approval of an amended capability list for inclusion of an article, the Authority shall evaluate the AMO in accordance with Regulation 5.
- (10) The capability list shall be available in the premises for inspection by the public and the Authority.

- (11) Documents pertaining to self-evaluations shall be available in the premises for inspection by the Authority.
- (12) An AMO shall retain a capability list and self- evaluation for two years from the date accepted by the accountable manager.

33. AMO Privileges

- (1) An AMO shall only carry out the following tasks as permitted by and in accordance with the AMO maintenance procedures manual:
 - (a) maintain an aircraft or aircraft components for which it is rated at the locations identified in the approval certificate;
 - (b) maintain any aircraft for which it is rated at any location subject to the need for such maintenance arising from unserviceability of the aircraft;
 - (c) Perform the activities in support of a specific AOC holder where that AOC has requested the services of the AMO at locations other than the location identified on the AMO certificate and the AMO has been rated to maintain the aircraft of that specific AOC holder at the requested location in the AMO specific operating provisions approved by the Authority; and
 - (d) issue a certificate of release to service with respect to paragraphs (a), (b) and (c) upon completion of maintenance in accordance with limitations applicable to the AMO.
- (2) The AMO may maintain or alter any article for which it is rated at a place other than the AMO location where:
 - (a) the function would be performed in the same manner as when performed at the AMO and in accordance with this regulation;
 - (b) all necessary personnel, equipment, material, and technical or approved standards are available at the place where the work is to be done; and
 - (c) The AMO maintenance procedures manual sets forth approved procedures governing work to be performed at a place other than the AMO.

34. AMO Limitations

- (1) An AMO may maintain an aircraft or aircraft component for which it is approved when all necessary housing, facilities, equipment, tools, material, approved technical data and certifying staff are available.
- (2) An AMO shall not contract out the maintenance, preventive maintenance, or alteration of a complete type-certificated product.
- (3) An AMO shall not provide approval for return to service of a product following contract maintenance, preventive maintenance, or alterations without verifying by test or inspection that the work has been performed satisfactorily in accordance with approved methods.

35. Availability of Aircraft Maintenance Programme

- (1) The AMO shall carry out maintenance on an aircraft in accordance with a maintenance programme, approved by the State of Registry and shall contain the following information:
 - (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aircraft;
 - (b) when applicable, a continuing structural integrity programme;
 - (c) procedures for changing or deviating from (a) and (b) above; and
 - (d) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.
- (2) The design and application of the operator's maintenance programme shall observe human factors principles.

36. Certificate of Release to Service

- (1) A certificate of release to service shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures described in the maintenance procedures manual.
- (2) An aircraft component, which has been maintained off the aircraft, requires the issue of a certificate of release to service for such maintenance and another certificate of release to service in regard to being installed properly on the aircraft.
- (3) A certificate of release to service shall contain:
 - (a) basic details of the maintenance carried out including detailed reference of the approved data used;
 - (b) the date such maintenance was completed; and
 - (c) the identity, including the authorization reference, of the AMO and certifying staff issuing the certificate.
- (4) A certificate of release to service is required:
 - (a) before flight at the completion of any package of maintenance scheduled by the approved aircraft maintenance program on the aircraft, whether such maintenance took place as base or line maintenance;
 - (b) before flight at the completion of any defect rectification, while the aircraft operates between scheduled maintenance; and
 - (c) at the completion of any maintenance on an aircraft component when off the aircraft.
- (5) A certificate of release to service shall contain the following statement:

"Certifies that the work specified was carried out in accordance with current Regulations and in respect of that work the aircraft or aircraft component is considered ready for release to service"
- (6) The three different types of certificates of release to service to be used on different occasions are;

- (a) Class 1 certificate of release to service: scheduled aircraft maintenance and major modification;
 - (b) Class 2 certificate of release to service: component release; and
 - (c) Class 3 certificate of release to service: un-scheduled aircraft Maintenance.
- (7) A certificate of release to service shall reference the data specified in the manufacturer's or operator's instructions or the approved aircraft maintenance program which itself may cross-reference to a manufacturer's instruction in a maintenance manual, service bulletin, or other maintenance-related document.
 - (8) Where instructions include a requirement to ensure that a dimension or test figure is within a specific tolerance as opposed to a general tolerance, the dimension or test figure shall be recorded unless the instruction permits the use of GO or NO-GO gauges and, it shall not be sufficient to state that the dimension or the test figure is within tolerance.
 - (9) When extensive maintenance has been carried out, it is acceptable for the certificate of release to service to summarize the maintenance as long as there is a cross-reference to the work-pack containing full details of the maintenance carried out.
 - (10) The date such maintenance was carried out shall include when the maintenance took place relative to any life or overhaul limitation in terms of date, flying hours, cycles, landings or some other relevant value as appropriate.
 - (11) Dimensional information shall be retained in the work- pack record.
 - (12) The person issuing the certificate of release to service shall use a full signature and a certification stamp.
 - (13) Where a computer release to service system is used the Authority will need to be satisfied that only the particular person can electronically issue the certificate of release to service.
 - (14) A certificate of release to service shall reference the data specified in the manufacturer's or operator's instructions or the approved aircraft maintenance program which itself may cross-reference to a manufacturer's instruction in a maintenance manual, service bulletin, or other maintenance-related document.

37. Maintenance Records

- (1) An AMO shall record, in a form acceptable to the Authority, all details of work carried out and shall retain detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.
- (2) An AMO shall provide a copy of each certificate of release to service to the aircraft operator, together with a copy of any specific maintenance data used for repairs or modifications carried out.
- (3) An AMO shall retain a copy of all detailed maintenance records and any

associated maintenance data in a safe, secure and fireproof environment in a form and format that ensures readability, security and integrity of the records at all times.

- (4) An AMO shall retain a copy of all detailed maintenance records and any associated maintenance data for two years from the date after the signing of the maintenance release.
- (5) The form and format of the records may include, paper records, film records, electronic records or any combination thereof.
- (6) A person who maintains, performs preventive maintenance, rebuilds, or modifies an aircraft or aircraft component shall:
 - (a) make an entry in the maintenance record of that equipment showing:
 - (i) a description and reference to data acceptable to the Authority of work carried out;
 - (ii) the date of completion of the work carried out;
 - (iii) the name of the person performing the work;
 - (iv) the work performed on the aircraft or aircraft component has been performed satisfactorily, the signature, license number, and license category held by the person approving the work; and
 - (v) the authorized signature, AMO authorization number held by the person approving or disapproving for return to service the aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof; and
 - (b) in addition to the entry specified in paragraph (a), enter on a form and in a manner determined by the Authority in the applicable technical guidance material for major repairs and executed by the person performing the work.
- (7) A person shall not describe in any required maintenance entry or form an aircraft or aeronautical component as being overhauled unless:
 - (a) using methods, techniques and practices acceptable to the Authority, it has been disassembled, cleaned, inspected as permitted, repaired as necessary and reassembled; and
 - (b) it has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process or appliance approval under a technical standards order.
- (8) A person shall not describe in any required maintenance entry or form, an aircraft or other aircraft components as being rebuilt unless it has been:
 - (a) disassembled, cleaned, inspected as permitted;

- (b) repaired as necessary; and
 - (c) reassembled and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conforms to new part tolerances and limits, or to approved oversized or undersized dimensions.
- (9) A person shall not issue a certificate of release to service to any aircraft or aircraft component that has undergone maintenance, preventive maintenance, rebuilding, or modification unless:
- (a) the appropriate maintenance record entry specified in sub-regulation
 - (b) has been made; and
 - (c) the major repair and major modification form specified in sub-regulation (6) authorized by or furnished by the Authority has been executed in a manner determined by the Authority in the applicable technical guidance material.
- (10) Where a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data shall be appropriately revised and set forth as form and, in a manner, determined by the Authority in the applicable technical guidance material.
- (11) A person approving or disapproving for return to service an aircraft or aircraft component, after any inspection performed in accordance with this regulation, shall make an entry in the maintenance record of that equipment containing the following information:
- (a) the type of inspection and a brief description of the extent of the inspection;
 - (b) the date of the inspection and aircraft total time in service;
 - (c) the authorized signature, an AMO certificate number, and kind of certificate held by the person approving or disapproving for return to service the aircraft, airframe, aircraft engine, propeller, appliance, component part, or portions thereof;
 - (d) if the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement “I certify that this aircraft has been inspected in accordance with (.... insert type of inspection.....) inspection and was determined to be in airworthy condition;”
 - (e) when the aircraft is not approved for return to service due to required maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement, “I certify that this aircraft has been inspected in accordance with (.....insert type of inspection.....) inspection and a list of discrepancies and non-airworthy items dated (.... insert date...) has been provided for the aircraft owner or operator;” and
 - (f) where an inspection is conducted under an inspection program provided for in this regulation, the entry shall identify the inspection program

accomplished, and contain a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.

- (12) When the person performing any inspection required by this regulation finds that the aircraft is not airworthy or does not meet the requirements of the applicable type certificate data sheet, airworthiness directives, or other approved data upon which that aircraft airworthiness depends, that person shall give the owner a signed and dated list of those discrepancies.

38. Airworthiness Data

- (1) An AMO shall have airworthiness data appropriate to support the maintenance work performed on the aircraft or aircraft component from the Authority, the design organisation or any other approved design organisation in the State of Manufacture or State of Design, as appropriate.
- (2) Maintenance documents include, but are not limited to:
 - (a) the South Sudan Civil Aviation Airworthiness of Aircraft 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) Non-destructive testing manual;
 - (m) Airworthiness notices issued by the Authority; and
 - (n) any other relevant document which the authority may specify.
- (3) The Authority may classify data from another authority or organization as mandatory and may require the AMO to hold such data.
- (4) Where the AMO modifies airworthiness, data specified in sub-regulation (1) or (2) to a format or presentation more useful for its maintenance activities, the AMO shall submit to the Authority an amendment to the maintenance procedures manual for any such proposed amendments for acceptance.
- (5) All airworthiness data used by the AMO shall be kept current and made available to all personnel who require access to that data to perform their duties.
- (6) An AMO shall establish procedures 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.

- (7) Airworthiness data shall be made available in the work area in close proximity to the aircraft or aircraft components being maintained and for supervisors, inspectors, mechanics and certifying staff to refer to.
- (8) 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 ease of access, unless the computer system can produce paper copies.
- (9) Where microfilm or microfiche reader-printers are used, a similar requirement as specified in sub-regulation (8) is applicable.

39. Reporting of Non- Airworthy Conditions

- (1) An AMO shall report to the Authority, the State of Design, State of Registry, and State of Manufacture where different from State of Design the report specified in sub-regulation (2) for an aircraft registered in the Republic of South Sudan the aircraft design organisation and the manufacturer of any identified condition that could present a serious hazard to the aircraft.
- (2) Reports shall be made on a form and in a manner determined by the Authority in the applicable technical guidance material and shall contain all pertinent information about the condition known to the AMO.
- (3) The report shall contain at least the following items:
 - (a) aircraft registration number;
 - (b) type, make, and model of the article;
 - (c) date of the discovery of the failure, malfunction, or defect; (d) time since last overhaul, where applicable;
 - (e) apparent cause of the failure, malfunction, or defect; and
 - (f) other pertinent information that is necessary for more complete identification, determination of seriousness, or corrective action.
- (4) Where the AMO is contracted by an owner or AOC holder to carry out maintenance, that AMO shall report to the owner or AOC holder any condition affecting the airworthiness of aircraft or aircraft component.
- (5) The report shall be made as soon as practicable, within three days of the AMO identifying the condition to which the report relates.

40. Inspections

- (1) An AMO shall allow the Authority unlimited access to inspect an approved maintenance organization and any of its contract maintenance facilities at any time to determine compliance with these Regulations.
- (2) Arrangements for maintenance, preventive maintenance, or modifications by a contractor must include provisions for inspections of the contractor by the Authority.
- (3) The Authority shall inspect an AMO at least once annually.

- (4) After an inspection is made, the certificate holder will be notified, in writing, of any deficiencies found during the inspection.
- (5) the continued validity of the AMO certificate issued by the Authority to a foreign AMO shall be subject to the validity of the certificate issued by the local aviation authority of that state.

41. Performance Standards

- (1) An AMO that performs any maintenance, preventive maintenance, or modifications on aircraft or aircraft component for an owner or AOC holder certificated under the South Sudan Civil Aviation (Air Operator Certification and Administration) Regulations, having an approved maintenance programme shall perform that work in accordance with the owner or AOC holder's manuals.
- (2) Except as provided in sub-regulation (1) of this regulation, each AMO shall perform its maintenance and modification operations in accordance with the applicable requirements in the South Sudan Civil Aviation (Airworthiness of Aircraft) Regulations.
- (3) An AMO shall maintain, in current condition, all manufacturer's service manuals, instructions, and service bulletins that relate to the aircraft or components it maintains or modifies.
- (4) An AMO with an avionics rating shall comply with those requirements of the South Sudan Civil Aviation (Airworthiness of Aircraft) Regulations that apply to electronic systems, and shall use materials that conform to approved specifications for equipment appropriate to its rating and test apparatus, shop equipment, performance standards, test methods, modifications, and calibrations that conform to the manufacturer's specifications or instructions, approved specification, and where not otherwise specified, in accordance with best industry practices for avionics.
- (5) The approved maintenance organization shall carry out maintenance on an aircraft in accordance with a maintenance programme, approved by the State of Registry and shall contain the following:
 - (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;
 - (b) where applicable, a continuing structural integrity programme;
 - (c) procedure for changing or deviating from the provisions of paragraph (a) and (b); and
 - (d) where applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.
- (6) The design and application of the operation's maintenance programme shall observe human factors principles.

CHAPTER VI EXEMPTIONS

42. Application for Exemption

- (1) A person may apply to the Authority for an exemption from any provision of these regulations.
- (2) A request for exemption shall be made in accordance with the requirements of these regulations and an application for such exemption shall be submitted and processed in a manner prescribed in the applicable technical guidance material
- (3) A request for an exemption shall contain the applicant's:
 - (a) name;
 - (b) physical address and mailing address;
 - (c) telephone number;
 - (d) fax number where available; and
 - (e) email address where available;
- (4) The application shall be accompanied by a fee prescribed by the Authority in the applicable aeronautical information circulars for technical evaluation.

43. Exemption

- (1) The Authority may, upon consideration of the circumstances of a particular maintenance organisation, issue an exemption providing relief from specified provisions of these regulations provided that:
 - (a) the Authority finds that the circumstances presented warrant the exemption; and
 - (b) a level of safety shall be maintained equal to that provided by the Regulations from which the exemption is sought.
- (2) The Authority may in writing exempt a person or an approved maintenance organization from a specific requirement of these regulations.
- (3) The exemption referred to in sub-regulation (1) may be terminated or amended at any time by the Authority.
- (4) A person or AMO who receives an exemption shall have a means of notifying the management and appropriate personnel performing functions subject to the exemption.
- (5) The application shall be accompanied by a fee prescribed by the Authority in the applicable aeronautical information circulars for technical evaluation.

CHAPTER VII MISCELLANEOUS PROVISIONS

44. Possession of the Licence, Certificate, Approval or Authorization

A holder of a licence, certificate, approval or authorisation issued by the Authority shall have in his or her physical possession or at the work site when exercising the privileges of that licence, certificate, approval or authorisation.

45. Access for Inspection

An AMO shall for the purpose of inspection:

- (a) grant the Authority unrestricted access to any of its organisation premises, allied facilities and aircraft; and
- (b) ensure that the Authority is granted unrestricted access to any organisation or facilities that it has contracted for services associated with maintenance for aircraft or components.

46. Drug and Alcohol Testing and Reporting

- (1) A person who performs any function requiring the Authority's approval may be tested for drug or alcohol usage.
- (2) Where the Authority or any person authorised by the Authority wishes to test a person referred to in sub regulation (1) for the percentage by weight of alcohol in the blood, or for the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, and that person:
 - (a) refuses to submit to the test; or
 - (b) having submitted to the test, refuses to authorise the release of the test results the Authority may suspend or revoke the certificate of the AMO that employs that person.
- (3) In determining whether to suspend or revoke the certificate of the AMO, the Authority shall consider all relevant factors, including:
 - (a) whether the AMO had knowledge of the drug or alcohol use;
 - (b) whether the AMO encouraged the person to refuse the drug or alcohol test;
 - (c) whether the AMO dismissed the person who failed or refused the drug tests; or
 - (d) the position that person held in the AMO.
- (4) The Authority shall require the AMO to show cause why that person should not be dismissed from the employment of the AMO.
- (5) A person who is convicted, whether in or outside the Republic of South Sudan, for any offence relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, shall be dismissed from the employment of the AMO.
- (6) The Authority may suspend or revoke the certificate of an AMO that refuses to dismiss from its employment a person convicted under sub regulation (4).

47. Display of Certificate

A holder of an AMO certificate shall display a valid certificate issued to the public at all times.

48. Inspection of Licence, Certificate, Approval and Authorization

A person who holds a licence, certificate, approval or authorization required by these regulations shall present it for inspection upon request from the Authority or any other person authorized by the Authority.

49. Change of Name

- (1) A holder of a certificate issued under these regulations may apply to change the name on the certificate.
- (2) The holder shall include with any such request;
 - (a) the current certificate; and
 - (b) a legal document verifying the change of name.
- (3) The Authority may change the certificate and issue a replacement thereof.
- (4) The Authority shall return to the holder the original documents specified in sub-regulation 2(b) and retain copies thereof and return the replaced certificate with an endorsement that it has been cancelled.

50. Change of Address

- (1) A holder of a licence, certificate, approval or authorization issued under these regulations shall notify the Authority of the change in the physical and mailing address and shall do so in the case of:
 - (a) physical address, at least fourteen days in advance; and
 - (b) mailing address upon the change.
- (2) A person who does not notify the Authority of the change in the physical address within the time frame specified in sub-regulation (1) shall not exercise the privileges of the licence, certificate, approval or authorization.

51. Replacement of Documents

A person may apply to the Authority in the form and in a manner determined by the Authority in the applicable technical guidance material for replacement of documents issued under these regulations when such documents are lost or destroyed.

52. Suspension, Revocation and Variation of Licence, Certificate, Approval or Authorization

- (1) The Authority may, where it considers it to be in the public interest, suspend provisionally, pending further investigation, a licence, certificate, approval, authorization or such other document issued, granted or having effect under these regulations.
- (2) The Authority may, upon the completion of an investigation which has shown sufficient ground to its satisfaction and where it considers it to be in the public

interest, revoke, suspend, or vary any licence, certificate, approval, authorization or such other document issued or granted under these Regulations.

- (3) The Authority may, where it considers it to be in the public interest, prevent any person or aircraft from flying.
- (4) A holder or any person having the possession or custody of any licence, certificate, approval, authorization or such other document which has been revoked, suspended or varied under these Regulations shall surrender it to the Authority within fourteen days from the date of revocation, suspension or variation.
- (5) The breach of any condition subject to which any licence, certificate, approval, authorization or such other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

53. Use and Retention of Licence, Certificate, Approval, Authorization and Records

- (1)
 - (a) A person shall not use any licence, certificate, approval, authorization or other document issued or required by or under these regulations which has been forged, altered, revoked, or suspended, or to which he or she is not entitled;
 - (b) forge or alter any licence, certificate, approval, authorization or other document issued or required by or under these regulations;
 - (c) lend any licence, certificate, approval, authorization, or other document issued or required by or under these Regulations to any other person;
 - (d) make any false representation for the purpose of procuring for himself or herself or any other person the grant issue renewal or variation of any such licence, certificate, approval, authorization or other document;
 - (e) make any false representation for the purpose of procuring for himself or herself or any other person the grant issue renewal; or
 - (f) variation of any such licence, certificate, approval, authorization or other document.
- (2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or willfully omit to make a material entry in such record.
- (3) All records required to be maintained by or under these regulations shall be recorded in a permanent and indelible material.
- (4) A person shall not purport to issue any licence, certificate, approval, authorization or any other document for the purpose of these Regulations unless he or she is authorized to do so under these regulations.

- (5) A person shall not issue any licence, certificate, approval, or other document of the kind referred to in sub-regulation (4) unless he or she has satisfied himself or herself that all statements in the certificate are correct, and that the applicant is qualified to hold that licence, certificate, approval, authorization or other documents.

54. Reports of Violation

- (1) Any person who knows of a violation of the South Sudan Civil Authority Act, or any rule, regulation, or order issued thereunder shall report it to the Authority.
- (2) The Authority shall determine the nature and type of any additional investigation or enforcement action that shall be taken.

55. Enforcement of Directions

Any person who fails to comply with any direction given to him by the Authority or by any authorized person under any provision of these regulations shall be deemed for the purposes of these regulations to have contravened that provision.

56. Aeronautical User Fees

- (1) The Authority may notify the applicant the fees to be charged in connection with the issue, validation, renewal, extension or variation of any licence, certificate, approval, authorization or such other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.
- (2) Upon an application being made in connection with which any fee is chargeable in accordance with the provisions of sub-regulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.
- (3) Where, after that payment has been made, the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the Authority, shall not refund such payment.

57. Application of Regulations to Government and Visiting Forces

- (1) These regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the government, to be the owner of the interest of the government in the aircraft
- (2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these Regulations to the same extent as if the visiting force formed part of the military force of the Republic of South Sudan.

58. Extra- Territorial Application of Regulations

Except where the context otherwise requires, the provisions of these regulations shall:

- (a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in the Republic of South Sudan, apply to such aircraft wherever they may be;
- (b) in so far as they apply, whether by express reference or otherwise, to other aircraft, apply to such aircraft when they are within the Republic of South Sudan;
- (c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in the Republic of South Sudan, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in the Republic of South Sudan by other persons shall, where such persons are citizens of the Republic of South Sudan, apply to them wherever they may be.

CHAPTER VIII OFFENCES AND PENALTIES

59. Contravention of Regulations

A person who contravenes any provision of these regulations may have his or her licence, certificate, approval, authorization or such other document revoked or suspended.

60. Penalties

- (1) When any provision of these regulations, orders, notices or proclamations made there under is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command, where the operator or, the pilot in command is not the person who contravened that provision he or she shall, without prejudice to the liability of any other person under these regulations for that contravention, be deemed for the purposes of the following provisions of this regulation to have contravened that provision unless he or she proves that the contravention occurred without his consent or connivance and that he exercised all due diligence to prevent the contravention.
- (2) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these regulations, orders, notices or proclamations made there under was due to any cause not

avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

- (3) Where a person is charged with contravening a provision of these regulations orders, notices or proclamations made there under by reason of his having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these regulations, as not having been for that purpose when he or she proves that he or she neither knew nor had reason to know that the flight was for that purpose.
- (4) A person who contravenes any provision of these regulations, orders, notices or proclamations made thereunder not being a provision referred to in sub-regulation (9) shall, upon conviction, be liable to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.
- (5) In case an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.
- (6) Any aircraft subject to alien for the purpose of sub-regulation (5) may be seized by and placed in the custody of the Authority.
- (7) The aircraft shall be released from custody of the Authority upon:
 - (a) payment of the penalty or the amount agreed upon in compromise;
 - (b) deposit of a bond in such amount as the Authority may prescribe, conditioned upon payment of the penalty or the amount agreed upon in compromise; and
 - (c) receiving an order of the court to that effect.
- (8) The Authority and any person specifically authorized by name by him or she or any police officer not below the rank of inspector specifically authorized by name by the Minister, may compound offences under Part A of the Schedule to these regulations by assessing the contravention and requiring the person reasonably suspected of having committed the offence to pay to the Authority a sum equivalent in South Sudanese Pounds of one hundred United States dollars to in Part A of the Third Schedule to these Regulations.
- (9) When any person contravenes any provision specified in Part B of the Third Schedule to these Regulations, upon conviction is liable to a fine not less than the equivalent in South Sudanese Pounds of one thousand United States Dollars or to imprisonment for a term of twelve months or to both.
- (10) Where any person is aggrieved by any order made under sub- regulation (8), he may, within twenty-one days of such order being made, appeal against the order to a higher court and the relevant provisions of the Criminal Procedure Act, shall apply *mutatis mutandis*, to every such appeal as if it were an appeal against a sentence passed by a district court in the exercise of its original jurisdiction.

61. Appeals

Where any person is aggrieved by an order made under these regulations, he or she may, within twenty-one days of such order being made, appeal against the order to a higher court and the relevant provisions of the Criminal Procedure Act, shall apply *mutatis mutandis*, to every such appeal as if it were an appeal against a sentence passed by a higher court in the exercise of its original jurisdiction.

FIRST SCHEDULE

**AMO CERTIFICATE
(Regulation 4)**

| APPROVED MAINTENANCE ORGANIZATION CERTIFICATE | | |
|---|---|-----------------------------------|
|  <p style="text-align: center;">Issuing authority:1 SOUTH SUDAN CIVIL AVIATION AUTHORITY</p> | | |
| Approval reference number:2 | Organization name:3 Registered address: Telephone: E-mail: | Expiration date (if applicable):4 |
| Class(es) and rating(s) authorized | | |
| Class5 | Rating6 | Limitations7 |
| Aircraft maintenance | | |
| Engine maintenance | | |
| Component maintenance | | |
| Specialized maintenance | | |
| <p>Terms of Approval This certificate certifies that8 _____ is authorized to engage in activities specified in the Terms of Approval annexed hereto, subject to the compliance with the (9) South Sudan Civil Aviation (Approved Maintenance Organization) Regulations and the latest maintenance organization’s procedures manual (MOPM). Locations of maintenance facilities: As per10 _____ of the latest MOPM. This certificate shall remain valid during the period of validity specified above unless it is surrendered, superseded, suspended or revoked.</p> | | |
| <p>Name:11 _____ Date of original issue:12 _____ Title:13 _____</p> <p>_____ Date of current issue:15 _____ Signature:14 _____</p> <p>_____</p> | | |

Notes:

1. Name of the authority issuing the approval.
2. Unique approval reference number as issued by the Authority.
3. Registered address, telephone and email.
4. Expiry date (dd-mm-yyyy) if applicable, if not applicable, insert N/A.
5. Scope of approval using the classes as follows: aircraft, engine, component or specialized maintenance.
6. Scope of approval using the ratings as follows:
 - (a) aircraft maintenance — large aeroplane, small aeroplane, helicopter, other kind of aircraft (such as glider, balloon, airship, light sport aircraft);
 - (b) engine maintenance — categories of engine (such as reciprocating, turbine and electric);
 - (c) components maintenance — standard numbering system (SNS) code derived from ASD/ATA S1000D specification for identifying the aircraft system applicable to the rating (*Airworthiness Manual* (Doc 9760, Chapter 10, Attachment F refers); and
 - (d) specialized maintenance — class of approval necessary for the specialized maintenance using the following ratings: composite material maintenance, surface treatment such as peening, plating, painting, non-destructive testing, welding, other unique processes accepted/approved by the State (Doc 9760, Chapter 10, Attachment F refers).
7. Limitation in the scope of approval if required for aircraft, components or specialized maintenance. If the limitations are described in the approved maintenance organization's procedures manual a reference to the manual should be included in the AMO certificate.
8. Name of organization authorized to perform maintenance. In the case where a State does not annex terms of approval to the AMO certificate, the State should amend this item as follows:

“This certificate certifies that8 _____ is authorized to engage in activities listed in this certificate, subject to compliance with the _____ and the latest maintenance organization's procedures manual.”
9. Reference to relevant State regulations.
10. Reference to the appropriate section/chapter and paragraph of the maintenance organization's procedures manual in which the approved locations of the organization's facilities are listed; for example, Section/Chapter 1, paragraph 1.1.

11. Name of the authority representative signing the AMO certificate.
12. Date of original issue (if different from the date of current issue), if not, use N/A.
13. Title of the authority representative signing the AMO certificate.
14. Signature of the authority representative. In addition, an official stamp may be applied on the AMO certificate.
15. Issuance date of the AMO certificate (dd-mm-yyyy).

SECOND SCHEDULE

MAINTENANCE PROCEDURES MANUAL FORMAT

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 maybe referenced.
- 1.6 Manpower resources.
- 1.7 General description of the facilities at each address intended to be approved.
- 1.8 Organisation's intended scope of work.
- 1.9 Notification procedure to the Authority regarding changes to the organisations activités/ 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 Duplicate inspection
- 2.17 Aircraft reweigh
- 2.18 Aircraft maintenance test flight procedure
- 2.19 Release to service procedure.
- 2.20 Records for the air carrier operator.
- 2.21 Reporting of defects to the Authority and organization responsible for type design.
- 2.22 Return of defective aircraft components to store.
- 2.23 Defective components to outside contractors.
- 2.24 Control of computer maintenance record systems.
- 2.25 Reference to specific maintenance procedures such as-:
 - (i) Engine running procedures,
 - (ii) Aircraft pressure run procedures,
 - (iii) Aircraft towing procedures,
 - (iv) 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 organisation's procedures.
- 3.11 Qualification procedure for specialised activities such as non-destructive. testing, welding, etc.
- 3.12 Control of manufacturer's 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 -Appendices

- 5.1 Sample of documents.
- 5.2 List of subcontractors
- 5.3 List of line maintenance locations

THIRD SCHEDULE
OFFENCES AND PENALTIES
(Regulation 60)

| REG. NO. | TITLE | PART |
|-------------|---|------|
| 4 | Certificate and Specific Operating Provisions. | B |
| 5 | Advertising. | B |
| 8 | Validity and renewal of AMO certificate | A |
| 26 | Rest and duty limitations for persons performing maintenance functions in an AMO. | A |
| 27 | Record of certifying staff. | A |
| 28 | AMO maintenance procedures manual. | A |
| 31 | AMO privileges. | B |
| 34 | Certificate of release to service. | B |
| 35 | Maintenance records. | B |
| 36 | Airworthiness data. | A |
| 37 | Reporting of non-airworthy conditions. | A |
| 38 | Inspections | B |
| 45 | Display of certificates | A |
| 51 | Use and retention of licence, certificate, approval, authorization and records. | B |

Issued under my hand in Juba on this ^{1h} 12 day of the month of Feb in Year 2026.

12 02
~~2026~~



Hon Rizik Zakaria Hassan
Minister of Transport
Republic of South Sudan - Juba

