	LCASR of Lao PDR	CODE: M-AIM-09	Page: 1 of 3
	AIRWORTHINESS INSPECTION MANUAL	AMO-REVISION: 01	Date Issued: 15/08/2014

AMO-09 Maintenance Release

9.1 OBJECTIVE.

This chapter provides guidance for evaluating an AMO Maintenance Release procedure so as to ensure compliance with the relevant parts of LCAR Part 6 where applicable.

9.2 AMO OPERATING RULES

The 'Introduction to the DCA LCAR Part 6 states that "In the Lao People's Democratic Republic (Lao PDR), persons have to be individually licensed in accordance with LCAR Part 2 to perform any maintenance task and to sign the maintenance release to return to service any aircraft or component."


Paragraph (11) of the definitions section (6.1.1.2) states that. Return to Service (RTS) is:.

A document signed by an authorized representative of an approved maintenance organization (AMO) in respect of an inspection, repair or modification on a complete aircraft, engine or propeller after it has received a Maintenance Release for the maintenance performed at an AMO.

An air operator's aircraft are returned to service following maintenance by a person specifically authorized by an AMO rather than by an individual on their own behalf. A return to service can only be signed when all maintenance has been completed, accounted for and a maintenance release signed as described in Parts 5 and 6. The person signing the RTS acts in the capacity of an authorized agent for the AMO and is certifying that the maintenance covered by the RTS was accomplished according to the air operator's continuous maintenance program. Responsibility for each step of the accomplished maintenance is borne by the person signing for that step and the RTS certifies the entire maintenance work package. This arrangement in no way reduces the responsibility of licensed aircraft maintenance technicians (AMT) or maintenance organizations for maintenance functions or tasks they perform or supervise. The RTS is required for all commercially operated aircraft including flight training aircraft having undergone maintenance at an AMO; however this may also be used for Non-Commercial aircraft


LCAR 6.4.1.1 (f) Personnel and Training Requirements states that: The person signing maintenance release or an approval for return to service shall be qualified in accordance with LCAR Part 2, as appropriate to the work performed, and is acceptable to the Authority

LCAR 6.5.1.1 (d) states that 'The AMO shall provide an AMO Maintenance Procedures Manual for use by the organization, containing the following information...(9) A description of the procedure for preparing the maintenance release and the circumstances under which the release is to be signed;

	LCASR of Lao PDR	CODE: M-LCASR-006	Page: 2 of 5
	AIRWORTHINESS INSPECTION MANUAL	AMO-REVISION: 00	Date Issued: 15/08/10

9.3 GUIDELINES

AMO-09 Maintenance Release	
1.	Does the organization have a system to authorize staff for signing a maintenance release? <ul style="list-style-type: none"> Does the organization follow the system stated?
2.	How does the organization evaluate candidates for maintenance release authorization? <ul style="list-style-type: none"> Do they follow this process?
3.	Do maintenance personnel which have been authorized to sign maintenance releases meet the following criteria: <ul style="list-style-type: none"> holder of a valid Lao Civil AMT license? Had relevant training on the MPM Had training as described in the MPM Had relevant / specialized training on aircraft type knowledgeable
4.	Have individuals, authorized to sign a maintenance release, been trained according to the manual's requirements? <ul style="list-style-type: none"> Are training records available to support the authorization process?
5.	Do the personnel records of Company Authority Holders reflect the evaluation of their knowledge and experience? <ul style="list-style-type: none"> Does the AMO assure itself of the holder's understanding of the regulatory requirements for the work to be performed?
6.	Have they implemented an MCM policy for issuing of maintenance release authorization credential to each individual holder? <ul style="list-style-type: none"> Are they following the policy?
7.	Does the system ensure that only qualified personnel are authorized to sign a maintenance release? Does the system monitor or cater to: <ul style="list-style-type: none"> individuals for expired licenses? staff departures? individuals that are not qualified to certify all aircraft maintained by the organization?
8.	How do they identify the holder of a Company Authority and or AMT/S ? <ul style="list-style-type: none"> If the organization uses approval stamps, are the stamps properly maintained and controlled? If the organization uses electronic signatures, how are they controlled?
9.	Does the stamp control process cover how the organization will deal with replacement of stamps? <ul style="list-style-type: none"> lost / stolen? worn out? succession?
10.	Are maintenance releases actioned by electronic methods? <ul style="list-style-type: none"> If so does the organization have a system or method back up and protect the electronic record system?
11.	For individual permitted to certify at the sub task level, have they been provided sufficient training in the task undertaken?

	LCASR of Lao PDR	CODE: M-AIM-09	Page: 3 of 3
	AIRWORTHINESS INSPECTION MANUAL	AMO-REVISION: 01	Date Issued: 15/08/2014

AMO-09 Maintenance Release

12.	Is the work area supervisor required to be knowledgeable of the individual's qualifications for the work undertaken?
13.	Does the organization carry out NDT? <ul style="list-style-type: none"> • Are they following the policy?