
**SPECIAL CONDITION SUPPLEMENT (SCS) TO A
FOREIGN APPROVED MAINTENANCE
ORGANIZATION EXPOSITION MANUAL (AMOE)**

For

STANDARDAERO FRANCE

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CAMBODIA SSICA AMO Approval No. **AMO/34/18**
CAMBODIA SSICA SCS Approval No. **SCS/32/20**



This approved Special Condition Supplement (SCS) forms part of the foreign AMO Maintenance Organization Exposition.

This SCS together with the local authority approved MOE forms the basis of approval of STANDARDAERO FRANCE to carry out maintenance on aircrafts and/or components in accordance with the Civil Aviation (Approved Maintenance Organization) Regulations.

Initial issue: 2019-08

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RECORD OF CHANGE

ISSUE DATE	REASON / MODIFICATION	Change Level
2019-08	SSCA Supplement creation. Initial issue	MAJOR
2022-01	<p>Taking into account the CCAR part 6 issue 4 rev4.</p> <p>§5 – Commitment of the new General Manager and Accountable Manager, Mr. Benoît PRUNIER-DUPARGE who replaces Mr. Laurent CLUZEL.</p> <p>Front page – Updating of the e-mail address of the new current Quality Manager, Mr. Marcelo DO NASCIMENTO.</p> <p>APPENDIX 1 and 3 – Updating of the SSCA forms of MOR and Major Repair /Modification</p>	MAJOR

1. LIST OF EFFECTIVE PAGES

Page	Issue	Revision	Issue Date
1	2	-	2022-01-20
2	2	-	2022-01-20
3	2	-	2022-01-20
4	2	-	2022-01-20
5	2	-	2022-01-20
6	2	-	2022-01-20
7	2	-	2022-01-20
8	2	-	2022-01-20
9	2	-	2022-01-20
10	2	-	2022-01-20

2 STATEMENT OF COMPLIANCE

This approved Special Condition Supplement (SCS) forms part of the foreign Approved Maintenance Organization Exposition (AMOE).

This SCS together with the local authority approved MOE (Ref. EUR-MOE-EN) forms the basis of approval of a foreign AMO to carry out maintenance on Cambodia registered aircrafts and/or components in accordance with Cambodian CCAR Part 6 (Approved Maintenance Organization).

3 AMENDMENT PROCEDURE

The Quality Director is responsible for the issuance and administration of this SCS including the submission of proposed amendments to the Cambodian SSCA for approval.

Whenever the EASA MOE is amended, the Quality Director shall ensure that the changes affecting the Special Condition Supplement (SCS) are also addressed simultaneously for the Cambodian SSCA for approval.

The Cambodian SSCA approval of the supplement will be made by stamping the Cover Page of the supplement.

4 INTRODUCTION

This Cambodian SCS, in conjunction with the latest revision of the organization approved EASA Maintenance Organization Exposition (MOE), defines the organization and procedures upon which compliance with the Cambodian Civil Aviation Regulations (CCARs) is based and shall form the basis of acceptance by the Cambodian SSCA to perform and certify maintenance on Cambodian registered aircraft, on engines or on components installed on Cambodian registered aircraft under the regulatory control of the CAMBODIA SSCA.

Whenever there is an amendment to the organization's approved EASA MOE, the Quality Assurance Department will send a copy of the revised and approved EASA MOE in the form of electronic message (e-mail) as well the latest approved Cambodian SCS.

The SCS will be amended as necessary to remain in compliance with the requirements of the Cambodian Civil Aviation Regulations. To maintain Cambodian SSCA approval, this supplement and any subsequent amendment will be approved by the Cambodian SSCA.

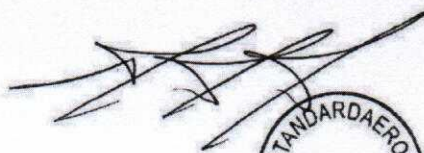

5 ACCOUNTABLE MANAGER'S COMMITMENT STATEMENT

This Supplement in conjunction with the EASA AMO approved Maintenance Organization Exposition (Ref. EUR-MOE-EN 2021-05) defines the organization and procedures upon which the authority approval has been granted.

These Procedures are approved by the undersigned, and must be adhered to, as applicable, when maintenance work orders are being progressed under the conditions of the CCAR Part 6 (Approved Maintenance Organization). It is accepted that AMO's procedures do not override the necessity of complying with any additional requirements formally published by the authority and notified to this organization from time to time.

It is understood that the SSCA Approval Certificate will be valid whilst the SSCA is satisfied that the procedures have been followed and work standard maintained. It is further understood that the SSCA reserves the right to revoke the Approval Certificate if it considers that procedures are not followed or standards not upheld.

Signed

Date

August 8th, 2022

in behalf of

Benoît PRUNIER DUPARGE,

General Manager and Accountable Manager
for and on behalf of StandardAero France S.A.S.

6 APPROVAL BASIS AND LIMITATION

The SSCA Approval is based upon the AMO compliance with EASA Part 145 regulation and the Approved Maintenance Organisation Exposition.

The SSCA approval is limited to the work scope listed on the AMO EASA approval. In any case whatsoever, it must not exceed the scope of work permitted by the EASA as indicated on the approval document.

7 ACCESS BY SSCA

Cambodian SSCA Inspectors are allowed to access STANDARDAERO FRANCE premises for the purpose of ascertaining compliance with procedures and standards and to investigate specific problems as required by CCAR Part 6 (Approved Maintenance Organization).

8 WORK ORDERS

STANDARDAERO FRANCE must ensure that the maintenance contract is understood and agreed to by both parties. The Operator must ensure that the work orders / contracts are detailed and clear, and STANDARDAERO FRANCE must ensure it receives work orders which it understands. Any anomaly or unclear work requirements must be clarified with the Operator.

The Operator remains responsible for correctly informing the STANDARDAERO FRANCE of all required mandatory maintenance inspections and modifications.

9 APPROPRIATE MAINTENANCE AND ENGINEERING REFERENCE MANUALS

It is the responsibility of the Operator to ensure that STANDARDAERO FRANCE is furnished with all relevant, current maintenance and technical documents (e.g. Manuals, AD's, SBs) appropriate for the type aircraft.

The Technical Documentation Office of STANDARDAERO FRANCE is responsible for ensuring that all relevant and current documentation are available to all the staff to enable them to carry out the maintenance activities.

10 MAJOR REPAIRS / MODIFICATIONS

CAMBODIA Civil Aviation Authority accepts repairs and modifications issued by the Manufacturer and approved by the authority of the state of design/manufacture through the type certificate holder.

STANDARDAERO FRANCE can request Cambodian SSCA to accept a major repair or major modification when necessary, by using SSCA AIR Form 24-03-00.

11 RELEASE OF ENGINES AND COMPONENTS AFTER MAINTENANCE

Release to Service of engines and components shall be carried out in accordance with the EASA Part 145 and CCAR Part 6. After completion of maintenance, appropriate release to service document (SSCA Form One) will be issued by STANDARDAERO FRANCE SAS.

The release certificate must indicate the Authority approval number in addition to the local authority approval. The release certificate must be signed by approved Certifying Staff as defined in the EASA MOE.

The release certificate shall specify any overhaul, repairs, modifications, Airworthiness Directives, replacement part and quote the reference and issue/revision of the approved data used.

Others Cambodia SSCA approved release to service documents are FAA Form 8130-3, EASA Form 1 with dual release and FAA Form 8130-3 with dual release.

12 VALIDITY OF AIRWORTHINESS CERTIFICATE

The Operator is responsible for ensuring that the Certificate of Airworthiness (C of A) remains valid. STANDARDAERO FRANCE however, should ensure that the C of A is valid before issuing an engine or a component release to service certificate after maintenance.

13 RELEASE OF AIRCRAFT AFTER MAINTENANCE

Not Applicable. Aircraft Maintenance is not performed in STANDARDAERO FRANCE.

14 REPORTING OF UNAIRWORTHY CONDITIONS

STANDARDAERO FRANCE shall report to the SSCA, the aircraft design organization of the state of design and the AOC holder any identified serious defect on engine or on component that could present a serious hazard to the safe aircraft flight.

This communication shall be made using SSCA AIR FORM-54-01-00 (Mandatory Occurrence Report) within 3 days of STANDARDAERO FRANCE identifying the unsafe condition.

In addition to this reporting, STANDARDAERO FRANCE shall notify the local NAA, according to MOE Part 2.18.

15 QUALITY MONITORING (QM) SYSTEM

Quality Monitoring System is described in EASA Maintenance Organization Exposition (MOE) Chapter 3.

16 PROVISION OF HANGAR SPACE FOR AIRCRAFT MAINTENANCE

Not Applicable. Aircraft Maintenance is not performed in STANDARDAERO FRANCE.

17 COMPONENTS AUTHORISED FOR USE DURING MAINTENANCE AND MODIFICATION

Component means any component part of an engine.

They should be traceable to the Type Certificate (TC) holders Parts Catalogue and must be in a satisfactory condition for fitment.

New components should be accompanied by appropriate release document issued by the appropriate Production Certificate holder.


Used components should be traceable to an approved maintenance organization or repair station which certified the previous maintenance and in case of life limited part certify the cycles and life used.


18 SUB-CONTRACTED MAINTENANCE

The procedure for the selection, monitoring and auditing of the subcontractors is described in EASA MOE Ch. 2.1. and 3.2.


APPENDIX 1 – SSCA AIR Form 24-03-00 (2 pages): Major Repair and Modification

NOTICE Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. A modification must be compatible with all previous modifications to assure continued conformity with the applicable airworthiness requirements.	7. Description of Work Accomplished (If more space is required, attach additional sheets. Identify each page with aircraft nationality and registration mark and date work completed.)
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 MAJOR REPAIR AND MODIFICATION (Airframe, Powerplant, Propeller, or Appliance)		FOR SSCA USE ONLY Office Identification No.
INSTRUCTIONS: Print or type all entries. See Registration Part 5, § 7.1.1 and § 7.1.1.1 for instruction and disposition of this form.		
1. Aircraft	Make	Model
	Serial Number	Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)	
	Address (As shown on registration certificate)	
3. For SSCA Use Only		
4. Unit Identification		
Unit	Make	Model
	Serial Number	Repair
Airframe	(As described in item 1 above)	
Powerplant		
Propeller		
Appliance	Type	
	Manufacturer	
5. Type		
5. Type		
6. Conformity Statement & Return to Service		
A. Organisation Name and Address		C. Certificate Number
B. Kind of Organisation		(For an AAO include the appropriate ratings issued for the major repair or modification)
<input type="checkbox"/> Approved Maintenance Organisation <input type="checkbox"/> Manufacturer		
D. The aeronautical product identified in item 4 above was repaired and/or modified as described on the reverse or attachment hereto, in accordance with currently effective, applicable instructions approved by the State of Design and regulatory requirements of the SSCA, and is approved for return to service.		
Date	Name & Signature of Authorization Number	

<p>1. Approving competent Authority/Country Autorité Compétente/Pays</p> 	<p>2</p>	<p align="center">STATE SECRETARIAT OF CIVIL AVIATION SSCA FORM ONE AIRWORTHINESS APPROVAL TAG</p>				<p>3. System Tracking Ref., No. N° de référence du Formulaire</p>	
<p>4. Organisation Name and Address Nom et Adresse de l'Organisation</p>		<p>5. Work Order, Contract or Invoice Number Bon de Commande / Contrat / Facture</p>		<p align="center">StandardAero</p>			
<p>6. Item</p>	<p>7. Description</p>	<p>8. Part Number / N° de pièce</p>	<p>9. Eligibility</p>	<p>10. Quantity / Qté</p>	<p>11. Serial/Batch Number/ N° Série</p>	<p>12. Status / Work État / Travaux</p>	
<p>13. Remarks / Remarques</p> <p align="center">Le détail des travaux effectués est décrit dans le rapport d'intervention N°. / The detail of the work performed is described in the inspection record N°.</p>							
<p align="center">DOCUMENTATION SUPPORT :</p>							
<p>14. Return to Service in accordance with SSCA Regulations 5.3.1.1 Certification that the work specified in block 13 (or attached) above was carried out in accordance with SSCA airworthiness regulations and in respect to the work performed (see paragraph 1) is (are) approved for release to service. Certifie que les travaux décrits en 13 (ou attachés) ci-dessus ont été réalisés conformément à la réglementation de navigabilité SSCA et donc la respect de navigabilité de l'appareil est (sont) approuvé(s) pour la remise en service.</p>							
<p>15. Authorized Signature Signature autorisée</p>		<p>16. Certificate Number N° de certificat / d'agrément</p> <p align="center">AMO/34/18</p>		<p>17. Name (Typed or Printed) / Nom</p>		<p>18. Date (dd mm yy) / Date (jj mm aaaa)</p>	
<p>USER/INSTALLER DETAILS</p> <p>It is important to understand that the existence of this document does not automatically constitute authority to install the performance assembly. Ce document ne sert qu'à attester l'entretien / l'entretien d'un élément / l'entretien d'un élément. Where the user/installer work in accordance with national or global or the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensure that the Airworthiness Authority of the country specified in block 1. Quand l'utilisateur ou l'installateur travaille selon les réglementations d'une autorité de navigabilité différente de l'autorité de navigabilité d'origine de l'appareil, il est essentiel que l'utilisateur ou l'installateur s'assure que son autorité de navigabilité accepte les travaux effectués par l'utilisateur ou l'installateur. Si, en cas de travaux effectués en conformité avec les réglementations d'une autorité de navigabilité différente de l'autorité de navigabilité d'origine de l'appareil, il est essentiel que l'utilisateur ou l'installateur s'assure que son autorité de navigabilité accepte les travaux effectués par l'utilisateur ou l'installateur. Les indications portées en 14 ne constituent pas une certification de navigabilité. Elles sont les seules à être prises en compte pour la certification de navigabilité de l'appareil. L'utilisateur ou l'installateur assure que l'entretien est conforme.</p>							

APPENDIX 3 – SSCA AIR Form 54-01-00 : Mandatory Occurrence Report

		<h2 style="text-align: center;">MANDATORY OCCURRENCE REPORT (MOR)</h2> <p style="text-align: center;"><i>To be used for reporting to SSCA within 72 hours from the Occurrence Time; of Failures, Malfunctions and Defects as required by SSCA CCAR Part-5, 5.1.4 (c) and SSCA CCAR Part-9 AOCR, Chapter 8, 8.23 (c)</i></p>			
1. Aircraft Registration:	2a. State of Design	3. Date of Occurrence:			
		Day	Month	Year	
4. Location:	2b. Type Certificate Holder	3a. Time of Occurrence			
		Hour	Minute	UTC	
		5. Date submitted:			
		Day	Month	Year	
		6. MOR Status			
		6a. OPEN <input type="checkbox"/> CLOSE <input type="checkbox"/>			
		6b. CLOSE DATE			
		Day	Month	Year	
		Make	Model	Serial No.	
7a. Aircraft					
7b. Powerplant					
7c. Propellers					
8. Occurred In:					
8a. Operations Phase:					
Parking <input type="checkbox"/> , Push-back <input type="checkbox"/> , Taxi out <input type="checkbox"/> , Take-Off Run <input type="checkbox"/> , Take-Off <input type="checkbox"/> , Climb <input type="checkbox"/> , Cruise <input type="checkbox"/> , Descent <input type="checkbox"/> , Approach <input type="checkbox"/> , Landing <input type="checkbox"/> , Taxi-in <input type="checkbox"/>					
8b. Maintenance:					
In Hangar <input type="checkbox"/> , on Ramp <input type="checkbox"/> , Engine Ground Run <input type="checkbox"/> Other: _____					
9. System/ Component (assembly that includes Part)					
System Descriptions		Make	Model	Serial Number	
10. Specific Part (of Component) causing the problem					
Part Descriptions	ATA	Part No.	TTSN	TSO	Part Position
11. MOR Submission					
11a. Submitted by: Operator <input type="checkbox"/> , AMO <input type="checkbox"/> , ATC <input type="checkbox"/> , Pilot <input type="checkbox"/> , AME <input type="checkbox"/>					
12. Comments					
<p><i>Note: Describe Service Difficulty and the circumstances under which it occurred. State probable cause and recommended corrective action to prevent recurrence, use reverse side if needed.</i></p>					
Reporter Name:		Signature:		Organization:	
Title:					

AIR FORM 54-01-00
Date: 27 September 2021