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[...] (2013) **XXX** draft

**ANNEX TO EASA OPINION 10/2013**

**COMMISSION REGULATION (EU) No .../..**

**of **XXX****

**amending Commission Regulation (EC) No 2042/2003, on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks**

# COMMISSION REGULATION (EU) No .../..

of XXX

## **amending Commission Regulation (EC) No 2042/2003, on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks**

THE EUROPEAN COMMISSION,

Having regard to Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC<sup>1</sup>, and in particular Article 5(5) thereof,

Having regard to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks<sup>2</sup>,

Whereas:

- (1) Regulation (EC) No 216/2008 aims at establishing and maintaining a high uniform level of civil aviation safety in Europe, providing for the means of achieving that objective in the field of civil aviation safety.
- (2) Regulation (EC) No 2042/2003 establishes the implementing rules on the continuing airworthiness of aircraft and aeronautical products, parts and appliances and on the approval of organisations and personnel involved in these tasks.
- (3) It is necessary to adapt the complexity of the implementing rules to the risks associated to the different categories of aircraft and types of operation and, in particular, to the lower risks associated to General Aviation aircraft.
- (4) Regulation (EC) No 2042/2003 should, therefore, be amended accordingly.
- (5) The European Aviation Safety Agency (hereinafter referred to as 'the Agency') prepared draft implementing rules and submitted them as an Opinion to the European Commission in accordance with Article 19(1) of Regulation (EC) No 216/2008.
- (6) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 65 of the Regulation (EC) No 216/2008.

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<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.03.2008, p. 1). Regulation as last amended by Commission Regulation (EU) No 6/2013 of 8 January 2013 (OJ L 4, 9.1.2013, p. 34)

<sup>2</sup> Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 315, 28.11.2003, p. 1). Regulation as last amended by Regulation (EU) No 593/2012 of 5 July 2012 (OJ L 176, 6/07/2012, p. 38).

HAS ADOPTED THIS REGULATION:

*Article 1*

Commission Regulation (EC) No 2042/2003 is amended as follows:

In Article 2, the following new item (l) is inserted between the existing items (k) and (l):

- (l) 'ELA2 aircraft' means the following manned European Light Aircraft:
- (i) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;
  - (ii) a sailplane or powered sailplane of 2 000 kg MTOM or less;
  - (iii) a balloon;
  - (iv) a hot air ship;
  - (v) a gas airship complying with all of the following characteristics:
    - 3 % maximum static heaviness,
    - non-vector thrust (except reverse thrust),
    - conventional and simple design of structure, control system and ballonnet system, and
    - non-power assisted controls;
  - (vi) a Very Light Rotorcraft.

In Article 2, existing items (l) and (m) are renamed (m) and (n) respectively.

In Article 3, a new paragraph 5 is added as follows:

5. Maintenance programmes approved in accordance with the requirements applicable before the entry into force of this amending Regulation are deemed to be approved in accordance with the new requirements.

*Article 2*

The Annex I (Part M) and Annex II (Part 145) are amended in accordance with the Annex to this Regulation.

*Article 3*

This Regulation shall enter into force on the day following that of its publication in the Official Journal of the European Union.

It shall apply from the 20<sup>th</sup> day following that of its publication in the Official Journal of the European Union.

This Regulation shall be binding in its entirety and directly applicable in the Member States in accordance with the Treaties.

Done at Brussels,

*For the Commission  
The President*

## ANNEX

**Annex I (Part- M) to Commission Regulation (EC) No 2042/2003 is amended as follows:**

In the Table of Contents within Part M, points M.A.607 and M.A.614 are replaced as follows:

M.A.607 Certifying staff and airworthiness review staff

M.A.614 Maintenance and airworthiness review records

In point M.A.201, item (a)4, the words ‘approved maintenance programme’ are replaced by ‘maintenance programme’.

Point M.A.201(e) is replaced as follows:

- (e) In order to satisfy the responsibilities of paragraph (a),
- (i) The owner of an aircraft may contract the tasks associated with continuing airworthiness to a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M). In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks. The contract described in Appendix I shall be used in this case.
  - (ii) An owner who decides to manage the continuing airworthiness of the aircraft under its own responsibility, without a contract in accordance with Appendix I, may nevertheless make a limited contract with:
    - a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) , or
    - in the case of ELA2 aircraft not involved in commercial operations, a Part 145 or M.A. Subpart F maintenance organisation,for the development of the maintenance programme and processing its approval in accordance with point M.A.302. In that case, the limited contract transfers the responsibility for the development and, except in the case where a declaration is issued by the owner in accordance with M.A.302(h), processing the approval of the maintenance programme to the contracted organisation.

In point M.A.301, item 3, the words ‘approved aircraft maintenance programme’ are replaced by ‘aircraft maintenance programme’.

In point M.A.302, paragraph (c), the sentence:

‘When the continuing airworthiness of the aircraft is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M), the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.’

is replaced by the following:

‘When the continuing airworthiness of the aircraft is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) or when there is a limited contract between the owner and this organisation in accordance with point M.A.201(e)(ii), the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.’

In point M.A.302, new paragraphs (h) and (i) are added as follows:

(h) In the case of ELA1 aircraft not involved in commercial operations, compliance with paragraphs (b), (c), (d), (e), and (g) may be replaced by compliance with all the following conditions:

1. The aircraft maintenance programme shall clearly identify the owner and the specific aircraft to which it refers, including any installed engine and propeller.
2. The aircraft maintenance programme shall either:
  - comply with the ‘Minimum Inspection Programme’, contained in paragraph (i) below, corresponding to the particular aircraft, or
  - comply with paragraphs (d) and (e) above.

The maintenance programme shall not be less restrictive than the ‘Minimum Inspection Programme’.

3. The aircraft maintenance programme shall include all the mandatory continuing airworthiness requirements, such as repetitive Airworthiness Directives, the Airworthiness Limitation Section (ALS) of the Instructions for Continued Airworthiness (ICA) or specific maintenance requirements contained in the Type Certificate Data Sheet (TCDS).

In addition, the aircraft maintenance programme shall identify any additional maintenance tasks to be performed because of the specific aircraft type, aircraft configuration and type and specificity of operation. The following elements shall be taken into consideration, as a minimum:

- Specific installed equipment and modifications of the aircraft.
  - Repairs incorporated in the aircraft.
  - Life limited components and flight safety critical components.
  - Maintenance recommendations, such as Time Between Overhaul (TBO) intervals, recommended through service bulletins, service letters, and other non-mandatory service information.
  - Applicable operational directives/requirements related to the periodic inspection of certain equipment.
  - Special operational approvals.
  - Use of the aircraft and operational environment.
  - Pilot-owner maintenance (if applicable).
4. If the maintenance programme is not approved by the competent authority (directly or by the M.A. Subpart G organisation via an indirect approval procedure), the aircraft maintenance programme shall contain a signed statement where the owner declares that this is the aircraft maintenance programme for the particular aircraft registration and he/she declares to be fully responsible for its content and, in particular, for any deviations introduced as regards the Design Approval Holder recommendations.
  5. The aircraft maintenance programme shall be reviewed at least annually in conjunction with the airworthiness review, as required in point M.A.710(h). This review shall be accomplished by the person who performed the

airworthiness review. If the airworthiness review shows discrepancies linked to deficiencies in the content of the maintenance programme, the owner shall amend the maintenance programme as agreed with the competent authority.

(i) In the case of ELA1 aircraft other than airships, not involved in commercial operations, the 'Minimum Inspection Programme' referred to in paragraph (h) above shall comply with the following conditions:

1. It shall contain the following inspection intervals:

- For ELA1 aeroplanes and ELA1 Touring Motor Gliders (TMG), every annual or 100 h interval, whichever comes first. A tolerance of 1 month or 10 h may be applied to that interval as long as the next interval is calculated from the date or hours originally scheduled.
- For ELA1 sailplanes, ELA1 powered sailplanes other than TMG and ELA1 balloons, every annual interval. A tolerance of 1 month may be applied to that interval as long as the next interval is calculated from the date originally scheduled.

2. It shall contain the following:

- Servicing tasks as required by the manufacturer's requirements.
- Inspection of markings.
- Review of weighing records and weighing in accordance with Commission Regulation (EU) 800/2013, point NCC.POL.105.
- Operational test of transponder (if existing).
- Operational test of the pitot-static system.
- In the case of ELA1 aeroplanes:
  - Operational checks for power and rpm, magnetos, fuel and oil pressure, engine temperatures.
  - For engines equipped with automated engine control, the published run-up procedure.
  - For dry-sump engines, engines with turbochargers and liquid-cooled engines, an operational check for signs of disturbed fluid circulation.
- Inspection of the condition and attachment of the structural items, systems and components corresponding to the following areas:
  - For ELA1 aeroplanes:
    - Airframe
    - Cabin and cockpit
    - Landing gear
    - Wing and centre section
    - Flight controls
    - Empennage

- Avionics and electrics
- Powerplant
- Clutches and gearboxes
- Propeller
- Miscellaneous systems such as the ballistic rescue system
- For ELA1 sailplanes and ELA1 powered sailplanes:
  - Airframe
  - Cabin and cockpit
  - Landing gear
  - Wing and centre section
  - Empennage
  - Avionics and electrics
  - Powerplant (when applicable)
  - Miscellaneous systems such as removable ballast, drag chute and controls, and water ballast system
- For ELA1 hot-air balloons:
  - Envelope
  - Burner
  - Basket
  - Fuel containers
  - Equipment and instruments
- For ELA1 gas balloons:
  - Envelope
  - Basket
  - Equipment and instruments

Until such time as this regulation specifies a ‘Minimum Inspection Programme’ for airships, their maintenance programme shall comply with paragraphs (d) and (e) above.

In point M.A.604, items (a)5 and (a)6 are replaced as follows:

5. a list of certifying staff and, if applicable, airworthiness review staff and staff responsible for the development and processing of the maintenance programme, with their scope of approval, and;
6. a list of locations where maintenance is carried out, together with a general description of the facilities, and;

In point M.A.606, paragraph (e) is replaced as follows:

- (e) The qualification of all personnel involved in maintenance, airworthiness reviews and development of maintenance programmes shall be demonstrated and recorded.



In point M.A.606, new paragraphs (i) and (j) are added as follows:

- (i) If the organisation performs airworthiness reviews and issues the corresponding airworthiness review certificate for ELA1 aircraft not involved in commercial operations in accordance with M.A.901(l), it shall have airworthiness review staff qualified and authorised in accordance with M.A.901(l)1.
- (j) If the organisation is involved in the development and processing of approval of the maintenance programme for ELA2 aircraft not involved in commercial operations in accordance with M.A.201(e)(ii), it shall have qualified staff who shall be able to show relevant knowledge and experience.

The title of point M.A.607 is replaced as follows:

M.A.607 Certifying staff and airworthiness review staff

In point M.A.607, paragraphs (b), the words ‘within seven days of the issuance’ are replaced by ‘within seven days of the issue’.

In point M.A.607, paragraph (c) is replaced as follows:

- (c) The approved maintenance organisation shall record all details concerning certifying staff and airworthiness review staff and maintain a current list of all certifying staff and airworthiness review staff together with their scope of approval as part of the organisation’s manual pursuant to point M.A.604(a)5.

The title of point M.A.614 is replaced as follows:

M.A.614 Maintenance and airworthiness review records

In point M.A.614, paragraph (a) is replaced as follows:

- (a) The approved maintenance organisation shall record all details of work carried out. Records necessary to prove all requirements have been met for the issue of the certificate of release to service including the subcontractor’s release documents and for the issue of any airworthiness review certificates shall be retained.

In point M.A.614, paragraph (c) is replaced as follows:

- (c) The approved maintenance organisation shall retain a copy of all maintenance records and any associated maintenance data for three years from the date the aircraft or aircraft component to which the work relates was released from the approved maintenance organisation. In addition, it shall retain a copy of all the records related to the issue of airworthiness review certificates for three years from the date of issue and shall provide a copy of them to the owner of the aircraft.
  1. The records under this paragraph shall be stored in a manner that ensures protection from damage, alteration, and theft.
  2. All computer hardware used to ensure backup shall be stored in a different location from that containing the working data in an environment that ensures they remain in good condition.
  3. Where an approved maintenance organisation terminates its operation, all retained maintenance records covering the last three years shall be distributed to the last owner or customer of the respective aircraft or component or shall be stored as specified by the competent authority.

In point M.A.615, the following text is added after paragraph (d):

- (e) perform airworthiness reviews and issue the corresponding airworthiness review certificate for ELA1 aircraft not involved in commercial operations, under the conditions specified in point M.A.901(l), if specifically approved to do so.
- (f) develop the maintenance programme and process its approval in accordance with point M.A.302 for ELA2 aircraft not involved in commercial operations, under the conditions specified in point M.A.201(e)(ii), and limited to the aircraft ratings listed in the approval certificate.

The organisation shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and certifying staff are available.

In point M.A.617, item 6 is replaced as follows:

- 6. the facilities, equipment, tools, material, procedures, work scope, certifying staff and airworthiness review staff that could affect the approval.

In point M.A.707, paragraph (b) is replaced as follows:

- (b) Airworthiness review staff nominated by the approved continuing airworthiness organisation can only be issued an authorisation by the approved continuing airworthiness organisation when formally accepted by the competent authority after satisfactory completion of an airworthiness review under the supervision of the competent authority or under the supervision of the organisation's airworthiness review staff in accordance with a procedure approved by the competent authority.

In point M.A.707, a new paragraph (f) is added as follows:

- (f) By derogation from paragraphs (a), (b), (c), (d), and (e), for ELA1 aircraft not involved in commercial operations, the M.A. Subpart G organisation may, if appropriately approved, perform the airworthiness review subject to the following conditions:
  - 1. The organisation nominates airworthiness review staff complying with all the following requirements:
    - (a) The airworthiness review staff hold a certifying staff authorisation for the corresponding aircraft.
    - (b) The airworthiness review staff have at least three years of experience as certifying staff .
    - (c) The airworthiness review staff are independent from the continuing airworthiness management process of the aircraft being reviewed or have overall authority on the continuing airworthiness management process of the complete aircraft being reviewed.
    - (d) The airworthiness review staff have acquired knowledge of the parts of Part M relevant to continuing airworthiness management.
    - (e) The airworthiness review staff have acquired proven knowledge of the procedures of the M.A. Subpart G organisation relevant to the airworthiness review and issue of the airworthiness review certificate.
    - (f) The airworthiness review staff have been formally accepted by the competent authority after having performed an airworthiness review under the supervision of the competent authority or under the supervision

of the organisation's airworthiness review staff in accordance with a procedure approved by the competent authority.

- (g) the airworthiness review staff have performed at least one airworthiness review in the last twelve-month period.
2. The airworthiness review is performed at the same time as the annual inspection contained in the maintenance programme and by the same person who releases such annual inspection.
  3. The exposition of the M.A. Subpart G organisation describes all the following:
    - (a) The procedures for the performance of airworthiness reviews and the issue of the corresponding airworthiness review certificate.
    - (b) The names of the certifying staff authorised to perform airworthiness reviews and issue the corresponding airworthiness review certificate.
    - (c) The procedures for the review of the maintenance programme.

In point M.A.710, the following new paragraph (h) is inserted between the existing paragraphs (g) and (h):

- (h) For ELA1 aircraft not involved in commercial operations for which the aircraft maintenance programme has been established in accordance with M.A.302(h), the aircraft maintenance programme shall be reviewed in conjunction with the airworthiness review. This review shall be accomplished by the person who performed the airworthiness review.

In point M.A.710, existing paragraph (h) is renamed (i) and replaced as follows:

- (i) Should the outcome of the airworthiness review be inconclusive or should the review under point M.A.710(h) show discrepancies on the aircraft linked to deficiencies in the content of the maintenance programme, the competent authority shall be informed as soon as practicable but in any case within 72 hours of the organisation identifying the condition to which the review relates. The airworthiness review certificate shall not be issued until all findings have been closed.

In point M.A.901, paragraph (a) is replaced as follows:

- (a) An airworthiness review certificate is issued in accordance with Appendix III (EASA Form 15a, 15b or 15c) on completion of a satisfactory airworthiness review. The airworthiness review certificate is valid one year;

In point M.A.901, a new paragraph (l) is added as follows:

- (l) For ELA1 aircraft not involved in commercial operations, the Part 145 or M.A. Subpart F maintenance organisation performing the annual inspection contained in the maintenance programme may, if appropriately approved, perform the airworthiness review and issue the corresponding airworthiness review certificate, subject to the following conditions:
  1. The organisation nominates airworthiness review staff complying with all the following requirements:
    - (a) The airworthiness review staff hold a certifying staff authorisation for the corresponding aircraft.

- (b) The airworthiness review staff have at least three years of experience as certifying staff.
  - (c) The airworthiness review staff are independent from the continuing airworthiness management process of the aircraft being reviewed or have overall authority on the continuing airworthiness management process of the complete aircraft being reviewed.
  - (d) The airworthiness review staff have acquired knowledge of the parts of Part M relevant to continuing airworthiness management.
  - (e) The airworthiness review staff have acquired proven knowledge of the procedures of the maintenance organisation relevant to the airworthiness review and issue of the airworthiness review certificate.
  - (f) The airworthiness review staff have been formally accepted by the competent authority after having performed an airworthiness review under the supervision of the competent authority or under the supervision of the organisation's airworthiness review staff in accordance with a procedure approved by the competent authority.
  - (g) the airworthiness review staff have performed at least one airworthiness review in the last twelve-month period.
2. The airworthiness review is performed at the same time as the annual inspection contained in the maintenance programme and by the same person who releases such annual inspection, being possible to use the 90 days anticipation provision contained in M.A.710(d).
  3. The airworthiness review includes a full documented review in accordance with point M.A.710(a).
  4. The airworthiness review includes a physical survey of the aircraft in accordance with points M.A.710(b) and (c).
  5. An airworthiness review certificate EASA Form 15c is issued, on behalf of the maintenance organisation, by the person who performed the airworthiness review when satisfied that:
    - (a) the airworthiness review has been completely and satisfactorily carried out; and
    - (b) the maintenance programme has been reviewed in accordance with point M.A.710(h); and
    - (c) there is no non-compliance which is known to endanger flight safety.
  6. A copy of the airworthiness review certificate issued is sent to the competent authority of the Member State of Registry of the aircraft within 10 days of the date of issue.
  7. The competent authority of the Member State of Registry is informed within 72 hours if the organisation has determined that the airworthiness review is inconclusive or if the review under point M.A.901(l)5(b) above shows discrepancies on the aircraft linked to deficiencies in the content of the maintenance programme.
  8. The manual or exposition of the maintenance organisation describes all the following:

- (a) The procedures for the performance of airworthiness reviews and the issue of the corresponding airworthiness review certificate.
- (b) The names of the certifying staff authorised to perform airworthiness reviews and issue the corresponding airworthiness review certificate.
- (c) The procedures for the review of the maintenance programme.

In point M.A.904, paragraph (b) is replaced as follows:

- (b) When satisfied that the aircraft is in compliance with the relevant requirements, the continuing airworthiness management organisation or maintenance organisation, if applicable, shall send a documented recommendation for the issuance of an airworthiness review certificate to the Member State of Registry.

Point M.B.301 is replaced as follows:

M.B.301 Maintenance programme

- (a) Except for those cases where the owner has issued a declaration for the maintenance programme in accordance with point M.A.302(h), the competent authority shall verify that the maintenance programme is in compliance with M.A.302.
- (b) Except where stated otherwise in points M.A.302(c) and M.A.302(h) the maintenance programme and its amendments shall be approved directly by the competent authority.
- (c) In the case of indirect approval, the maintenance programme procedure shall be approved by the competent authority through the continuing airworthiness management exposition.
- (d) In order to approve a maintenance programme according to paragraph (b), the competent authority shall have access to all the data required in points M.A.302(d), (e), (f) and (h).

In Appendix III, EASA Form 15a and EASA Form 15b are replaced as follows:

<p>[MEMBER STATE]</p> <p>A Member of the European Union (*)</p> <p><b>AIRWORTHINESS REVIEW CERTIFICATE</b></p> <p>ARC reference: .....</p> <p>Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the following continuing airworthiness management organisation, approved in accordance with Section A, Subpart G of Annex I (Part M) to Commission Regulation (EC) No 2042/2003</p> <p>[NAME OF ORGANISATION APPROVED AND ADDRESS]</p> <p>Approval reference : [MEMBER STATE CODE].MG.[NNNN].</p> <p>hereby certifies that it has performed an airworthiness review in accordance with point M.A.710 of Annex I to Commission Regulation (EC) No 2042/2003 on the following aircraft :</p> <p>Aircraft manufacturer:.....</p> <p>Manufacturer's designation:.....</p>
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Aircraft registration:.....

Aircraft serial number:.....

and this aircraft is considered airworthy at the time of the review.

Date of issue: ..... Date of expiry: .....

Airframe Flight Hours (FH) at date of issue (\*\*): .....

Signed: ..... Authorisation No: .....

1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of issue: ..... Date of expiry: .....

Airframe Flight Hours (FH) at date of issue (\*\*): .....

Signed: ..... Authorisation No: .....

Company Name: ..... Approval reference: .....

2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of issue: ..... Date of expiry: .....

Airframe Flight Hours (FH) at date of issue (\*\*):

.....

Signed: ..... Authorisation No: .....

Company Name: ..... Approval reference: .....

(\*) Delete for non-EU Member States

(\*\*) Except for balloons and airships

EASA Form 15b Issue 4

[MEMBER STATE]

A Member of the European Union (\*)

**.AIRWORTHINESS REVIEW CERTIFICATE**

ARC reference: .....

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the [COMPETENT AUTHORITY OF THE MEMBER STATE] hereby certifies that the following aircraft:

Aircraft manufacturer:.....

Manufacturer's designation:.....

Aircraft registration:.....

Aircraft serial number:.....

is considered airworthy at the time of the review.

Date of issue: ..... Date of expiry: .....

Airframe Flight Hours (FH) at date of issue (\*\*):  
.....

Signed: ..... Authorisation No: .....

1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of issue: ..... Date of expiry: .....

Airframe Flight Hours (FH) at date of issue (\*\*): .....

Signed: ..... Authorisation No: .....

Company Name: ..... Approval reference: .....

2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I to Commission Regulation (EC) No 2042/2003 for the last year. The aircraft is considered to be airworthy at the time of the issue.

Date of issue: ..... Date of expiry: .....

Airframe Flight Hours (FH) at date of issue (\*\*): .....

Signed: ..... Authorisation No: .....

Company Name: ..... Approval reference: .....

(\*) Delete for non-EU Member States.

(\*\*) Except for balloons and airships

EASA Form 15a Issue 4

In Appendix III, a new Form 15c is added as follows:

<p>[MEMBER STATE]</p> <p>A Member of the European Union (*)</p> <p><b>AIRWORTHINESS REVIEW CERTIFICATE (**)</b></p> <p>ARC reference: .....</p> <p>Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council for the time being into force, the following maintenance organisation, approved in accordance with (mark as applicable):</p> <p><input type="checkbox"/> Section A, Subpart F of Annex I (Part M) to Commission Regulation (EC) No 2042/2003, or</p> <p><input type="checkbox"/> Section A of Annex II (Part 145) to Commission Regulation (EC) No 2042/2003</p> <p>[NAME OF ORGANISATION APPROVED AND ADDRESS]</p> <p>Approval reference: [MEMBER STATE CODE]. [MF or 145].[NNNN].</p> <p>hereby certifies that it has performed an airworthiness review in accordance with point M.A.901(l) of Annex I to Commission Regulation (EC) No 2042/2003 on the following aircraft :</p> <p>Aircraft manufacturer:.....</p> <p>Manufacturer's designation:.....</p> <p>Aircraft registration:.....</p> <p>Aircraft serial number:.....</p> <p>and this aircraft is considered airworthy at the time of the review.</p> <p>Date of issue: .....Date of expiry: .....</p> <p>Airframe Flight Hours (FH) at date of issue (***): .....</p> <p>Signed: ..... Authorisation No: .....</p>
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(\*) Delete for non-EU Member States

(\*\*) Applicable only to ELA1 aircraft not involved in commercial operations

(\*\*\*) Except for balloons and airships

EASA Form 15c Issue 1



In Appendix IV, in the table contained under item 13, the boxes corresponding to the 'Aircraft' class are replaced as follows:

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes above 5 700 kg	[Rating reserved to Maintenance Organisations approved in accordance with Annex II (Part 145)]  [Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks]  <i>Example: Airbus A320 Series</i>	[YES/NO]*	[YES/NO]*
	A2 Aeroplanes 5 700 kg and below	[Shall state aeroplane manufacturer or group or series or type and/or the maintenance tasks]  <i>Example: DHC-6 Twin Otter Series</i>  State whether the issue of airworthiness review certificates is authorised or not (only possible for ELA1 aircraft not involved in commercial operations)	[YES/NO]*	[YES/NO]*
	A3 Helicopters	[Shall state helicopter manufacturer or group or series or type and/or the maintenance task(s)]  <i>Example: Robinson R44</i>	[YES/NO]*	[YES/NO]*
	A4 Aircraft other than A1, A2 and A3	[Shall state aircraft category (sailplane, balloon, airship, etc.), manufacturer or group or series or type and/or the maintenance task(s).]  State whether the issue of airworthiness review certificates is authorised or not (only possible for ELA1 aircraft not involved in commercial operations)	[YES/NO]*	[YES/NO]*

In Appendix IV, at the bottom of the table contained under item 13, the following footnote is added:

\* Delete as appropriate

In page '1 of ...' within Appendix V, the sentence:

‘as a maintenance organisation in compliance with Section A, Subpart F of Annex I (Part M) of Regulation (EC) No 2042/2003, approved to maintain the products, parts and appliances listed in the attached approval schedule and issue related certificates of release to service using the above references’

is replaced by the following:

‘as a maintenance organisation in compliance with Section A, Subpart F of Annex I (Part M) of Commission Regulation (EC) No 2042/2003, approved to maintain the products, parts and appliances listed in the attached approval schedule and issue related certificates of release to service using the above references and, when stipulated, to issue airworthiness review certificates after an airworthiness review as specified in point M.A.901(l) of Annex I (Part M) of the same regulation for those aircraft listed in the attached approval schedule.’

In page ‘2 of ...’ within Appendix V, the following text is added in each one of the two boxes corresponding to the ‘limitations’ of the ‘Aircraft’ class:

‘State whether the issue of airworthiness review certificates is authorised or not (only possible for ELA1 aircraft not involved in commercial operations)’

In Appendix V, the ‘issue number’ of ‘EASA Form 3-MF’ is changed from 2 to 3.

In Appendix VIII, a new item (b)9 is added as follows:

9. is part of the annual or 100h check contained in the Minimum Inspection Programme described in M.A.302(i).

In Appendix VIII, the paragraph after the existing item (b)8 is replaced as follows:

The criteria 1 to 9 listed above cannot be overridden by less restrictive instructions issued in accordance with ‘M.A.302(d) Maintenance Programme’.

**Annex II (Part 145) to Commission Regulation (EC) No 2042/2003 is amended as follows:**

In the Table of Contents within Part 145, a new point 145.A.36 is added as follows:

145.A.36 Records of airworthiness review staff

In the Table of Contents within Part 145, point 145.A.55 is replaced as follows:

145.A.55 Maintenance and airworthiness review records

In point 145.A.30, paragraph (e), the following sentence:

‘The organisation shall establish and control the competence of personnel involved in any maintenance, management and/or quality audits in accordance with a procedure and to a standard agreed by the competent authority.’

is replaced by the following:

‘The organisation shall establish and control the competence of personnel involved in any maintenance, development of maintenance programmes, airworthiness reviews, management and/or quality audits in accordance with a procedure and to a standard agreed by the competent authority.’

In point 145.A.30, paragraph (j)5, the words ‘within seven days of the issuance’ and replaced by ‘within seven days of the issue’:

In point 145.A.30, new paragraphs (k) and (l) are added as follows:

- (k) If the organisation performs airworthiness reviews and issues the corresponding airworthiness review certificate for ELA1 aircraft not involved in commercial operations in accordance with M.A.901(l), it shall have airworthiness review staff qualified and authorised in accordance with M.A.901(l)1.
- (l) If the organisation is involved in the development and processing of approval of the maintenance programme for ELA2 aircraft not involved in commercial operations in accordance with M.A.201(e)(ii), it shall have qualified staff who shall be able to show relevant knowledge and experience.

A new point 145.A.36 is added as follows:

**145.A.36 Records of airworthiness review staff**

The organisation shall record all details concerning the airworthiness review staff and maintain a current list of all the airworthiness review staff together with their scope of approval as part of the organisation's exposition pursuant to point 145.A.70(a)6.

The organisation shall retain the record for at least three years after the staff referred to in this paragraph have ceased employment (or engagement as a contractor or volunteer) with the organisation or as soon as the authorisation has been withdrawn. In addition, upon request, the maintenance organisation shall provide the staff referred to in this paragraph with a copy of their personal record on leaving the organisation.

The staff referred to in this paragraph shall be given access on request to their personal records as detailed above.

Point 145.A.55, paragraph (a), is replaced as follows:

- (a) The organisation shall record all details of maintenance work carried out. As a minimum, the organisation shall retain records necessary to prove that all requirements have been met for the issue of the certificate of release to service, including subcontractor's release documents, and for the issue of any airworthiness review certificate.

In point 145.A.55, paragraph (c), the following sentence:

‘The organisation shall retain a copy of all detailed maintenance records and any associated maintenance data for three years from the date the aircraft or component to which the work relates was released from the organisation.’

is replaced by the following:

‘The organisation shall retain a copy of all detailed maintenance records and any associated maintenance data for three years from the date the aircraft or component to which the work relates was released from the organisation. In addition, it shall retain a copy of all the records related to the issue of airworthiness review certificates for three years from the date of issue and shall provide a copy of them to the owner of the aircraft.’

In point 145.A.55, item (c)3, the words ‘covering the last two years’ are replaced by ‘covering the last three years’.

In point 145.A.70, item (a)6 is replaced as follows:

6. a list of certifying staff, support staff and, if applicable, airworthiness review staff and staff responsible for the development and processing of the maintenance programme, with their scope of approval;

In point 145.A.70, item (a)12 is replaced as follows:

12. the procedures and quality system established by the organisation under 145.A.25 to 145.A.90 and any additional procedure followed in accordance with Part M;

In point 145.A.75, new paragraphs (f) and (g) are added as follows:

- (f) Perform airworthiness reviews and issue the corresponding airworthiness review certificate for ELA1 aircraft not involved in commercial operations, under the conditions specified in point M.A.901(l), if specifically approved to do so.
- (g) Develop the maintenance programme and process its approval in accordance with point M.A.302 for ELA2 aircraft not involved in commercial operations, under the conditions specified in point M.A.201(e)(ii), and limited to the aircraft ratings listed in the approval certificate.

In point 145.A.85, item 6 is replaced as follows:

6. the facilities, equipment, tools, material, procedures, work scope, certifying staff and airworthiness review staff that could affect the approval.

In page ‘1 of 2’ within Appendix III, the sentence:

‘as a maintenance organisation in compliance with Section A of Annex II (Part-145) of Regulation (EC) No 2042/2003, approved to maintain products, parts and appliances listed in the attached approval schedule and issue related certificates of release to service using the above references’

is replaced by the following:

‘as a maintenance organisation in compliance with Section A of Annex II (Part 145) of Commission Regulation (EC) No 2042/2003, approved to maintain products, parts and appliances listed in the attached approval schedule and issue related certificates of release to service using the above references and, when stipulated, to issue airworthiness review certificates after an airworthiness review as specified in point M.A.901(l) of Annex I (Part M) to the same Regulation for those aircraft listed in the attached approval schedule.’

In page ‘2 of 2’ within Appendix III, the following text is added in each one of the four boxes corresponding to the ‘limitations’ of the ‘Aircraft’ class:

‘(\*\*\*\*)’

In Appendix III, the ‘issue number’ of ‘EASA Form 3-145’ is changed from 2 to 3.

In Appendix III, an additional footnote is added at the bottom of ‘EASA Form 3-145’ as follows:

‘(\*\*\*\*) State whether the issue of airworthiness review certificates is authorised or not (only possible for ELA1 aircraft not involved in commercial operations when the organisation performs the airworthiness review together with the annual inspection contained in the maintenance programme).’