

## EASA

### **TERMS OF REFERENCE**

**TOR Nr:** M.014

**Issue:** 1

**Date:** 27 April 2006

**Regulatory reference:**

**Reference documents:**

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| <b>1. Subject:</b> Contracting of technical services by an AOC holder.  |
| <b>2. Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):</b><br>A lot of work was put into TGL 34 by the JAA. This leaflet defined how an operator could outsource some of the tasks related to managing the continuing airworthiness of the aircraft it operates. The concept was transferred into Part-M, but some more guidance is needed. For instance, some stakeholders would like to allow for some alleviations when the subcontracted organisation is approved in accordance with Part-M, Subpart G. This could lead to some authorised contracting of technical services instead of sub-contracting as is today the case. This could lead to an amendment to the rule and/or its AMC/GM. |
| <b>3. Objective:</b><br>The objective is to review the issue of technical services and to adapt Appendix I to M.A. 201 (h) 1 : Sub-contracting of continuing airworthiness management tasks to what is carried out today while insuring continued compliance to ICAO Annex 6.   |
| <b>4. Specific tasks and interface issues (Deliverables):</b><br>The group will start by surveying present practices in Europe and by evaluating the possible risks linked to contracting technical services and the associated mitigation factors.<br>Development of an opinion amending Part-M and/or a decision to introduce guidance in the AMC/ GM to Part-M.  |
| <b>5. Working Methods</b> (in addition to the applicable EASA procedures):<br>Group   |
| <b>6. Time scale, milestones:</b><br>Work starts in March 2006.<br>NPA to be published by December 2007.<br>Opinion and/or decision to be issued by December 2008.  |