

**Annex I (Part-M) to Commission Regulation (EU) No 1321/2014
of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical
products, parts and appliances, and on the approval of organisations and personnel
involved in these tasks pursuant to Regulation (EC) No 216/2008 of the European
Parliament and of the Council**

Annex I (Part-M) is amended as follows:

(1) In M.1, point 3 is deleted and point 4 (now point 3) is replaced by the following:

‘3. for the approval of aircraft maintenance programmes:

- (i) the authority designated by the Member State of registry; or
- (ii) if agreed with the Member State of registry prior to the approval of the aircraft maintenance programme:
 - (a) the authority designated by the State where the operator has its principal place of business or is established or is residing; or
 - (b) the authority responsible for the oversight of the organisation managing the continuing airworthiness of the aircraft, or with which a limited contract in accordance with M.A.201(i)(3) has been made by the owner.’

(2) A new point M.2 is inserted as follows:

‘M.2

For the purpose of this Part, the following definitions and acronyms shall apply:

- (a) AD: Airworthiness directive;
- (b) ATO: a training organisation approved in accordance with Annex I to Commission Regulation (EU) No 1178/2011;
- (c) CAMO: a continuing airworthiness management organisation approved in accordance with Section A of Part-CAMO;
- (d) CAO: a combined airworthiness organisation approved in accordance with Section A of Part-CAO;
- (e) CRS: Certificate of release to service;
- (f) Part-ARO: Annex II to Commission Regulation (EU) No 965/2012;
- (g) Part-M: Annex I to Commission Regulation (EU) No 1321/2014;
- (h) Part-66: Annex III to Commission Regulation (EU) No 1321/2014;
- (i) Part-ML: Annex Vb to Commission Regulation (EU) No 1321/2014;
- (j) Part-CAMO: Annex Vc to Commission Regulation (EU) No 1321/2014;
- (k) Part-CAO: Annex Vd to Commission Regulation (EU) No 1321/2014;

- (l) Part-21: Annex I to Commission Regulation (EU) No 748/2012.’

SECTION A
TECHNICAL REQUIREMENTS

SUBPART A

GENERAL

- (3) ‘M.A.101 Scope’ is replaced by the following:

‘This Section establishes the measures to be taken to ensure that the airworthiness of the aircraft is maintained, including its maintenance. It also specifies the conditions to be met by the persons or organisations involved in such activities.’

SUBPART B

ACCOUNTABILITY

- (4) In ‘M.A.201 Responsibilities’, points (d) to (i) are replaced by the following:

(d) The pilot-in-command or, in the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved organisation or by certifying staff.

(e) In the case of aircraft used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:

- (1) ensure that no flight takes place unless the conditions defined in point (a) are met;
- (2) be approved, as part of its air operator certificate, as a continuing airworthiness management organisation, pursuant to Part-CAMO, for the aircraft it operates; and
- (3) be approved in accordance with Part-145 or shall establish a contract in accordance with CAMO.A.315(c) with such organisation.

(f) For complex motor-powered aircraft used for commercial specialised operations, or CAT operations other than those performed by air carriers licensed in accordance with Regulation (EC) No 1008/2008, or commercial ATOs, the operator shall ensure that:

- (1) no flight takes place unless the conditions defined in point (a) are met;
- (2) the tasks associated with continuing airworthiness are performed by a CAMO; when the operator is not Part-CAMO approved itself, then it shall establish a written contract in accordance with Appendix I with such an organisation; and

- (3) the CAMO referred to in (2) is approved in accordance with Part-145 for the maintenance of the aircraft and of components for installation thereon, or it has established a written contract in accordance with CAMO.A.315(c) with such organisations.
- (g) For complex motor-powered aircraft not included in point (e) or (f), the owner shall ensure that:
 - (1) no flight takes place unless the conditions defined in point (a) are met;
 - (2) the tasks associated with continuing airworthiness are performed by a CAMO; when the owner is not Part-CAMO approved itself, then it shall establish a written contract in accordance with Appendix I with such an organisation; and
 - (3) the CAMO referred to in (2) is approved in accordance with Part-145 for the maintenance of the aircraft and of components for installation thereon, or it has established a written contract in accordance with CAMO.A.315(c) with such organisations.
- (h) For other than complex motor-powered aircraft used for commercial specialised operations, or for CAT operations other than those performed by licensed air carriers in accordance with Regulation (EC) No 1008/2008, or commercial ATOs, the operator shall ensure that:
 - (1) no flight takes place unless the conditions defined in point (a) are met;
 - (2) the tasks associated with continuing airworthiness are performed by a CAMO or CAO; when the operator is not Part-CAMO or Part-CAO approved itself, then it shall establish a written contract in accordance with Appendix I with such an organisation; and
 - (3) the CAMO or CAO referred to in point (2) is approved in accordance with Part-M Subpart F, Part-CAO or Part-145 for the maintenance of the aircraft and of components for installation thereon, or it has established a written contract in accordance with CAMO.A.315(c) with such organisations.
- (i) For other than complex motor-powered aircraft not included in point (e) or (h), or used for 'limited operations', the owner is responsible for ensuring that no flight takes place unless the conditions defined in point (a) are met. To that end, the owner shall:
 - (1) contract the tasks associated with continuing airworthiness to a CAMO or CAO through a written contract in accordance with Appendix I in order to transfer the responsibility for the accomplishment of these tasks to the contracted organisation; or
 - (2) manage the continuing airworthiness of the aircraft under its own responsibility without contracting a CAMO or CAO; or
 - (3) manage the continuing airworthiness of the aircraft under its own responsibility and shall establish a limited, written contract with a CAMO or CAO for the development of the aircraft maintenance programme and for processing its approval in accordance with point M.A.302.

This limited contract transfers the responsibility for the development and processing of the approval of the aircraft maintenance programme to the contracted organisation.'

(5) Point 'M.A.202 Occurrence reporting' is replaced by the following:

'M.A.202 Occurrence reporting

- (a) Without prejudice to the reporting requirements of Part-145 and Part-CAMO, any person or organisation responsible in accordance with point M.A.201 shall report any identified condition of an aircraft or component which hazards flight safety to the competent authority designated by the State of registry, the design approval holder and, if applicable, the Member State of operator.
- (b) Reports shall be made in a manner established by the competent authority as defined in M.1, and shall contain all pertinent information about the condition known to the person or organisation.
- (c) Where the person or organisation maintaining the aircraft or performing the airworthiness review is contracted by an owner or an operator, the person or the organisation shall also report any such condition affecting the owner's or the operator's aircraft or component to the owner, the operator, and the CAMO or CAO.
- (d) Reports shall be made as soon as practicable, but in any case within 72 hours of the person or organisation identifying the condition to which the report relates, unless exceptional circumstances prevent this.
- (e) Where relevant, the person or organisation responsible in accordance with M.A.201 shall produce a follow-up report to provide details of actions he/she/it intends to take to prevent similar occurrences in the future as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.'

SUBPART C
CONTINUING AIRWORTHINESS

(6) 'M.A.301 Continuing airworthiness tasks' is replaced by the following:

'M.A.301 Continuing airworthiness tasks

- (a) The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by:
- (1) the accomplishment of pre-flight inspections;
 - (2) the rectification in accordance with data specified in point M.A.304 and/or M.A.401, as applicable, of any defect and damage affecting safe operation taking into account the minimum equipment list (MEL) and configuration deviation list, when applicable;
 - (3) the accomplishment of all maintenance in accordance with the aircraft maintenance programme referred to in point M.A.302;
 - (4) the release of all maintenance in accordance with Part-M Subpart H;
 - (5) for all complex motor-powered aircraft or aircraft used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, the analysis of the effectiveness of the approved aircraft maintenance programme referred to in point M.A.302;
 - (6) the accomplishment of any applicable:
 - (i) airworthiness directive;
 - (ii) operational directive with a continuing airworthiness impact;
 - (iii) continuing airworthiness requirement established by the Agency;
 - (iv) measures mandated by the competent authority in immediate reaction to a safety problem;
 - (7) the accomplishment of modifications and repairs in accordance with point M.A.304;
 - (8) delivering to the pilot-in-command, or to the operator in the case of licenced air carriers in accordance with Regulation (EC) No 1008/2008, the mass and balance statement, which reflects the current configuration of the aircraft;
 - (9) maintenance check flights, when necessary.'

(7) 'M.A.302 Aircraft maintenance programme' is replaced by the following:

'M.A.302 Aircraft maintenance programme

- (a) Maintenance of each aircraft shall be organised in accordance with an aircraft maintenance programme.
- (b) The aircraft maintenance programme and any subsequent amendments thereto shall be approved by the competent authority.

- (c) When the continuing airworthiness of the aircraft is managed by a CAMO or CAO, or when there is a limited contract between the owner and this organisation in accordance with point M.A.201(i)(3), the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.
 - (1) In that case, the indirect approval procedure shall be established by the organisation as part of the exposition and shall be approved by the competent authority responsible for that organisation.
 - (2) The organisation shall not use the indirect approval procedure when this organisation is not under the oversight of the Member State of registry, unless an agreement exists in accordance with point M.1(3), which transfers the responsibility for the approval of the aircraft maintenance programme to the competent authority responsible for the organisation.
- (d) The aircraft maintenance programme must establish compliance with:
 - (1) the instructions issued by the competent authority;
 - (2) the instructions for continuing airworthiness:
 - (i) issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, major repair design approval, ETSO authorisation or any other relevant approval issued under Part-21; and
 - (ii) included in the certification specifications referred to in point 21.A.90B or 21.A.431B of Part-21, if applicable;
 - (3) additional or alternative instructions proposed by the owner or by the organisation managing the continuing airworthiness of the aircraft once approved in accordance with point M.A.302, except for intervals of safety-related tasks referred to in point (e), which may be escalated, subject to sufficient reviews carried out in accordance with point (g) and only when subject to direct approval in accordance with point M.A.302(b).
- (e) The aircraft maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and specificity of operations.
- (f) For complex motor-powered aircraft, when the aircraft maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.
- (g) The aircraft maintenance programme shall be subject to periodic reviews and amended accordingly when necessary. These reviews shall ensure that the programme continues to be valid in light of the operating experience and instructions from the competent authority whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with Part-21.'

- (8) 'M.A.304 Data for modifications and repairs' is replaced by the following:
M.A.304 Data for modifications and repairs
Damage shall be assessed, and modifications and repairs shall be carried out using as appropriate:
- (a) data approved by the Agency; or
 - (b) data approved by a Part-21 design organisation; or
 - (c) data contained in the certification specifications referred to in point 21.A.90B or 21.A.431B of Part-21.'
- (9) In 'M.A.305 Aircraft continuing airworthiness record system', point (f) is replaced by the following:
- '(f) The person or organisation responsible for the management of continuing airworthiness tasks pursuant to Subpart B Section A of this Part shall control the records as detailed in this point and present them to the competent authority upon request.'
- (10) In 'M.A.306 Aircraft technical log system', point (b) is replaced by the following:
- '(b) The aircraft technical log system and any subsequent amendments thereto are subject to approval by the competent authority.'
- (11) In 'M.A.307 Transfer of aircraft continuing airworthiness records', points (b) and (c) are replaced by the following:
- '(b) When the owner contracts the continuing airworthiness management tasks to a CAMO or CAO, he/she shall ensure that the M.A.305 continuing airworthiness records are transferred to the organisation.
 - (c) The time periods prescribed for the retention of records shall continue to apply to the new owner, operator, CAMO or CAO.'

SUBPART D

MAINTENANCE STANDARDS

- (12) In 'M.A.401 Maintenance data', point (b)(3) is replaced by the following:
- '3. applicable instructions for continuing airworthiness, issued by type certificate holders, supplementary type certificate holders and any other organisation that publishes such data in accordance with Part-21.'
- (13) In 'M.A.402 Performance of maintenance', the introductory paragraph is replaced by the following:

‘Except for maintenance performed by a maintenance organisation approved in accordance with Part-145, any person or organisation performing maintenance shall:’

[...]

SUBPART E
COMPONENTS

(14) In ‘M.A.501 Installation’, points (a) and (d) are replaced by the following:

(a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service on an EASA Form 1 or equivalent, and is marked in accordance with Part-21 Subpart Q, unless otherwise specified in Part-21, Part-145, Part-CAO or Subpart F of this Part.

[...]

(d) Material being either raw material or consumable material shall only be used on an aircraft or a component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in Part-145. Such material shall only be used when it meets the required specifications and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.’

(15) ‘M.A.502 Component maintenance’ is replaced by the following:

M.A.502 Component maintenance

(a) Except for components referred to in point 21.A.307(c) of Part-21, the maintenance of components shall be performed by maintenance organisations appropriately approved in accordance with Subpart F of this Part, with Part-145 or with Part-CAO.

(b) By derogation from point (a), maintenance of a component in accordance with aircraft maintenance data or, if agreed by the competent authority, in accordance with component maintenance data, may be performed by an A-rated organisation approved in accordance with Subpart F of this Part, with Part-145 or with Part-CAO, as well as by certifying staff referred to in point M.A.801(b)(2) only whilst such components are fitted to the aircraft. Nevertheless, such organisation or certifying staff may temporarily remove this component for maintenance in order to improve access to the component, except when such removal generates the need for additional maintenance not eligible for the provisions of this point. Component maintenance performed in accordance with this point is not eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.

(c) By derogation from point (a), maintenance of an engine/auxiliary power unit (APU) component in accordance with engine/APU maintenance data or, if agreed by the competent authority, in accordance with component maintenance data, may be performed by a B-rated organisation approved in accordance with Subpart F of this Part, with Part-145 or with Part-CAO only when such components are fitted to the engine/APU. Nevertheless, such B-rated organisation may temporarily remove this component for maintenance in order to improve access to

the component, except when such removal generates the need for additional maintenance not eligible for the provisions of this point.

- (d) Maintenance of components referred to in 21.A.307(c) of Part-21 shall be performed by an A-rated organisation approved in accordance with Subpart F of this Part, with Part-145, with Part-CAO or by certifying staff referred to in point M.A.801(b)(2), or by the pilot-owner referred to in point M.A.801(b)(3) while such a component is fitted to the aircraft or is temporarily removed to improve access. Component maintenance performed in accordance with this point is not eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.'

- (16) In 'M.A.504 Control of unserviceable components', point (d) is replaced by the following:

- '(d) Any person or organisation accountable under this Part, Part-145, Part-CAMO or Part-CAO shall, in the case of unsalvageable components referred to in point (c):
 1. retain such components in the location referred to in point (b); or
 2. arrange for the components to be mutilated in a manner that ensures that they are beyond economic salvage or repair before relinquishing responsibility for such components.'

SUBPART F

MAINTENANCE ORGANISATION

- (17) In 'M.A.603 Extent of approval', points (a) and (b) are replaced by the following:

- '(a) An organisation involved in activities subject to this Subpart shall not exercise its activities unless approved by the competent authority. Appendix V to this Part provides the template certificate for this approval.
- (b) The maintenance organisation's manual referred to in point M.A.604 shall specify the scope of work deemed to constitute approval. Appendix IV to this Part defines all classes and ratings possible under Subpart F of this Part.'

- (18) In 'M.A.604 Maintenance organisation manual', point (a)(1) references to Annex I (Part-M) are replaced by references to 'Part-M' as follows:

- '(a) The maintenance organisation shall provide a manual containing at least the following information:
 1. a statement signed by the accountable manager to confirm that the organisation will continuously work in accordance with Part-M and Part-ML, where applicable, and the manual at all times, and;'

- (19) In 'M.A.606 Personnel requirements', point (i) is amended as follows and point (j) is deleted:

- (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 point ML.A.901 of Part-ML, it shall have airworthiness review staff qualified and authorised in accordance with point ML.A.904 of Part-ML.’
- (20) In ‘M.A.607 Certifying staff and airworthiness review staff’, point (a)(1) is replaced by the following:
- ‘1. that certifying staff can demonstrate that they meet the requirements of point 66.A.20(b) of Part-66, except when Part-66 refers to Member State regulation, in which case they shall meet the requirements of such regulation, and;’
- (21) ‘M.A.609 Maintenance data’ is replaced by the following:
- ‘M.A.609 Maintenance data**
- The approved maintenance organisation shall hold and use applicable current maintenance data specified in point M.A.401 of this Part, or with point ML.A.401 of Part-ML, as applicable, in the performance of maintenance including modifications and repairs. In the case of customer-provided maintenance data, it is only necessary to have such data when the work is in progress.’
- (22) ‘M.A.611 Maintenance standards’ is replaced by the following:
- ‘M.A.611 Maintenance standards**
- All maintenance shall be carried out in accordance with the requirements of Subpart D Section A of this Part or with the requirements of Part-ML, as applicable.’
- (23) ‘M.A.612 Aircraft certificate of release to service’ is replaced by the following:
- ‘M.A.612 Aircraft certificate of release to service**
- Upon completion of all required aircraft maintenance in accordance with this Subpart, an aircraft certificate of release to service shall be issued according to point M.A.801 of this Part or point ML.A.801 of Part-ML, as applicable.’
- (24) ‘M.A.613 Component certificate of release to service’ is replaced by the following:
- ‘M.A.613 Component certificate of release to service**
- (a) Upon completion of all required component maintenance in accordance with this Subpart, a component certificate of release to service shall be issued in accordance with point M.A.802 of this Part or with point ML.A.802 of Part-ML, as applicable. An EASA Form 1 shall be issued except for those components maintained in accordance with points M.A.502(b), M.A.502(d) or M.A.502(e) and components fabricated in accordance with point M.A.603(c) of this Part, and except as otherwise specified in point ML.A.502 of Part-ML.
- (b) The component certificate of release to service document, EASA Form 1, may be generated from a computer system.’

(25) 'M.A.615 Privileges of the organisation' is replaced by the following:

'M.A.615 Privileges of the organisation'

The maintenance organisation approved in accordance with Subpart F Section A of this Part may:

- (a) maintain any aircraft and/or component for which it is approved at the locations specified in the approval certificate and the maintenance organisation manual;
- (b) arrange for the performance of specialised services under the control of the maintenance organisation at another organisation appropriately qualified, subject to appropriate procedures being established as part of the maintenance organisation manual approved directly by the competent authority;
- (c) maintain any aircraft and/or component for which it is approved at any location subject to the need of such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional maintenance, subject to the conditions specified in the maintenance organisation manual;
- (d) issue certificates of release to service, upon completion of maintenance, in accordance with point M.A.612 or M.A.613 of this Part;
- (e) if specifically approved to do so for ELA1 aircraft not involved in commercial operations, perform airworthiness reviews and issue the corresponding airworthiness review certificate, under the conditions specified in point ML.A.903 of Part-ML.

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.'

(26) In 'M.A.619 Findings', points (a) and (b) are replaced by the following:

- (a) A level 1 finding is any significant non-compliance with the Part-M or Part-ML requirements, which lowers the safety standard and hazards seriously the flight safety.
- (b) A level 2 finding is any non-compliance with the Part-M or Part-ML requirements, which could lower the safety standard and possibly hazard the flight safety.

SUBPART G

- (27) Subpart G 'CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION' is deleted.

SUBPART H

CERTIFICATE OF RELEASE TO SERVICE (CRS)

- (28) 'M.A.801 Aircraft certificate of release to service' is replaced by the following:

'M.A.801 Aircraft certificate of release to service'

- (a) Except for aircraft released to service by a maintenance organisation approved in accordance with Part-145, the certificate of release to service shall be issued according to this Subpart.
- (b) No aircraft can be released to service unless a certificate of release to service is issued upon completion of any maintenance, when satisfied that all maintenance required has been properly carried out, by:
1. appropriate certifying staff on behalf of the maintenance organisation approved in accordance with Subpart F of this Part, or in accordance with Part-CAO; or
 2. certifying staff in compliance with the requirements laid down in Article 5 of Commission Regulation (EU) No 1321/2014, except for complex maintenance tasks listed in Appendix VII to this Part for which point 1 applies; or
 3. by the pilot-owner in compliance with point M.A.803 of this Part.
- (c) By derogation from point (b), in the case of unforeseen situations, when an aircraft is grounded at a location where no maintenance organisation appropriately approved under this Part, Part-145 or Part-CAO, and no appropriate certifying staff are available, the owner may authorise any person, with no less than 3 years of appropriate maintenance experience and holding the proper qualifications, to maintain the aircraft according to the standards set out in Subpart D of this Part and release it to service. The owner shall in that case:
1. obtain and keep in the aircraft records details of all the work carried out and of the qualifications held by that person issuing the certification; and
 2. ensure that any such maintenance is rechecked and released by an appropriately authorised person referred to in point (b) or an organisation approved in accordance with Subpart F of this Part, Part-145 or Part-CAO at the earliest opportunity but within a period not exceeding 7 days; and
 3. notify the organisation responsible for the continuing airworthiness management of the aircraft, when contracted, or the competent authority in the absence of such a contract, within 7 days of the issuance of such certification authorisation.

- (d) In the case of a release to service in accordance with point (b)(2), the certifying staff may be assisted in the execution of the maintenance tasks by one or more persons subject to his/her direct and continuous control.
 - (e) A certificate of release to service shall contain as a minimum:
 - 1. basic details of the maintenance carried out; and
 - 2. the date on which such maintenance was completed; and
 - 3. the identity of the organisation and/or person issuing the release to service, including:
 - (i) the approval reference of the maintenance organisation and the certifying staff issuing such a certificate; or
 - (ii) in the case of point (b)(2) certificate of release to service, the identity and, if applicable, the licence number of the certifying staff issuing such a certificate;
 - 4. the limitations to airworthiness or operations, if any.
 - (f) By derogation from point (b) and notwithstanding the provisions of point (g), when the maintenance prescribed cannot be completed, a certificate of release to service may be issued within the approved aircraft limitations. Such fact, together with any applicable airworthiness or operations limitations, shall be entered in the aircraft certificate of release to service before its issue as part of the information required by point (e)(4).
 - (g) A certificate of release to service shall not be issued in the case of any known non-compliance which hazards flight safety.
- (29) In ‘M.A.802 Component certificate of release to service’, point (a) is replaced by the following:
- ‘(a) Except for aircraft released to service by a maintenance organisation approved in accordance with Part-145, a certificate of release to service shall be issued at the completion of any maintenance carried out on an aircraft component in accordance with point M.A.502.’
- (30) In ‘M.A.803 Pilot-owner authorisation’, point (b) is replaced by the following:
- ‘(b) For any non-complex motor-powered aircraft of 2 730 kg MTOM and below that are not used in CAT operations, or not used in commercial specialised operations, or not used in commercial ATO operations, the pilot-owner may issue a certificate of release to service following limited pilot-owner maintenance as specified in Appendix VIII to this Part.’

SUBPART I

AIRWORTHINESS REVIEW CERTIFICATE

(31) 'M.A.901 Aircraft airworthiness review' is replaced by the following:

M.A.901 Aircraft airworthiness review

To ensure the validity of the aircraft airworthiness certificate, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.

- (a) An airworthiness review certificate is issued in accordance with Appendix III (EASA Form 15a or 15b) to this Part upon completion of a satisfactory airworthiness review. The airworthiness review certificate is valid for 1 year;
- (b) An aircraft in a controlled environment is an aircraft:
 - 1. which has been continuously managed during the previous 12 months by a unique CAMO or CAO; and
 - 2. which has been maintained for the previous 12 months by a Part-M Subpart F, Part-CAO or Part-145 maintenance organisation; this includes maintenance tasks referred to in point M.A.803(b) carried out and released to service in accordance with point M.A.801(b)(2) or M.A.801(b)(3).
- (c) For all aircraft used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730 kg MTOM, that are in a controlled environment, the organisation referred to in (b) managing the continuing airworthiness of the aircraft may, if appropriately approved, and subject to compliance with point (j):
 - 1. issue an airworthiness review certificate in accordance with point M.A.901, and
 - 2. for the airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment, extend twice the validity of the airworthiness review certificate for a period of 1 year each time.
- (d) For all aircraft used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730 kg MTOM, that:
 - 1. are not in a controlled environment; or
 - 2. whose continuing airworthiness is managed by an organisation that does not hold the privilege to carry out airworthiness reviews,the airworthiness review certificate shall be issued by the competent authority upon satisfactory assessment based on a recommendation made by an appropriately approved CAMO or CAO, sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.901.
- (e) For aircraft not used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, and for aircraft of 2 730 kg MTOM and below, any CAMO or CAO appointed by the owner or operator may, if appropriately approved and subject to point (j):

1. issue the airworthiness review certificate in accordance with point M.A.901; and
 2. for the airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment under its management, extend twice the validity of the airworthiness review certificate for a period of 1 year each time.
- (f) By derogation from points M.A.901(c)(2) and M.A.901(e)(2), for aircraft that are in a controlled environment, the organisation referred to in (b) managing the continuing airworthiness of the aircraft, and subject to compliance with point (j), may extend twice for a period of 1 year each time the validity of an airworthiness review certificate that has been issued by the competent authority or by another CAMO or CAO.
- (g) Whenever circumstances reveal the existence of a potential safety threat, the competent authority shall carry out the airworthiness review and issue the airworthiness review certificate itself.
- (h) In addition to point (g), the competent authority may also carry out the airworthiness review and issue the airworthiness review certificate itself in the following cases:
1. when the aircraft is managed by a CAMO or CAO having its principal place of business located in a third country;
 2. for any other aircraft of 2 730 kg MTOM and below, if it is requested by the owner.
- (i) When the competent authority carries out the airworthiness review and/or issues the airworthiness review certificate itself, the owner or operator shall provide the competent authority with:
1. the documentation required by the competent authority; and
 2. suitable accommodation at the appropriate location for its personnel; and
 3. when necessary, the support of personnel appropriately qualified in accordance with Article 5 of Regulation (EU) No 1321/2014.
- (j) An airworthiness review certificate cannot be issued nor extended if there is evidence or reason to believe that the aircraft is not airworthy.
- (k) The airworthiness review of the aircraft shall include a full documented review of the aircraft records in order to be satisfied that:
1. airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; and
 2. the flight manual is applicable to the aircraft configuration and reflects the latest revision status; and
 3. all the maintenance due on the aircraft according to the approved aircraft maintenance programme has been carried out; and
 4. all known defects have been corrected or, when applicable, carried forward in a controlled manner; and
 5. all applicable airworthiness directives have been applied and properly registered; and

6. all modifications and repairs applied to the aircraft have been registered and are in compliance with M.A.304; and
 7. all service life-limited components installed on the aircraft are properly identified, registered, and have not exceeded their approved service life limit; and
 8. all maintenance has been released in accordance with this Part; and
 9. the current mass and balance statement reflects the configuration of the aircraft and is valid; and
 10. the aircraft complies with the latest revision of its type design approved by the Agency; and
 11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Part-21.
- (l) The airworthiness review of the aircraft shall include a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified to Part-66 shall be assisted by such qualified personnel.
- (m) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:
1. all required markings and placards are properly installed; and
 2. the aircraft complies with its approved flight manual; and
 3. the aircraft configuration complies with the approved documentation; and
 4. no evident defect can be found that has not been addressed according to point M.A.403; and
 5. no inconsistencies can be found between the aircraft and the point (k) documented review of records.
- (n) By derogation from point (a), the airworthiness review can be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow for the physical review to take place during a maintenance check.
- (o) The airworthiness review certificate (EASA Form 15b) or the recommendation for the issue of the airworthiness review certificate (EASA Form 15a) referred to in Appendix III to this Part can only be issued:
1. by appropriately authorised airworthiness review staff on behalf of the approved organisation; and
 2. when satisfied that the airworthiness review has been completely carried out and that there is no non-compliance which is known to hazard flight safety.
- (p) A copy of any airworthiness review certificate issued or extended for an aircraft shall be sent to the Member State of registry of that aircraft within 10 days.
- (q) Airworthiness review tasks shall not be subcontracted.
- (r) Should the outcome of the airworthiness review be inconclusive, the competent authority shall be informed by the organisation as soon as practicable but in any case within 72 hours from the moment the organisation identifies the condition to

which the review relates. The airworthiness review certificate shall not be issued until all findings have been closed.

(32) In ‘M.A.902 Validity of the airworthiness review certificate’, point (b)(5) is replaced by the following:

‘5. a modification or repair is not in compliance with M.A.304.’

(33) In ‘M.A.903 Transfer of aircraft registration within the EU’, point (a)(2) is replaced by the following:

‘2. apply to the new Member State for the issuance of a new airworthiness certificate in accordance with Part-21.’

(34) ‘M.A.904 Airworthiness review of aircraft imported into the EU’ is replaced by the following:

‘M.A.904 **Airworthiness review of aircraft imported into the EU**

- (a) When importing an aircraft onto a Member State register from a third country or from a system where Regulation (EC) No 216/2008 does not apply, the applicant shall:
1. apply to the Member State of registry for the issuance of a new airworthiness certificate in accordance with Part-21; and
 2. for aircraft other than new, have an airworthiness review carried out satisfactorily in accordance with point M.A.901; and
 3. have all maintenance carried out to comply with the approved aircraft maintenance programme in accordance with point M.A.302.
- (b) When satisfied that the aircraft is in compliance with the relevant requirements, the organisation performing the airworthiness review, if applicable, shall send a documented recommendation for the issuance of an airworthiness review certificate to the Member State of registry.
- (c) The owner shall allow access to the aircraft for inspection by the Member State of registry.
- (d) A new airworthiness certificate will be issued by the Member State of registry when it is satisfied that the aircraft complies with the prescriptions of Part-21.
- (e) The Member State shall also issue the airworthiness review certificate, valid normally for 1 year, unless the Member State has a safety reason to limit the validity.’

(35) In 'M.A.905 Findings', point (a) and (b) are replaced by the following:

- '(a) A level 1 finding is any significant non-compliance with the requirements laid down in this Part, which lowers the safety standard and hazards seriously the flight safety.
- (b) A level 2 finding is any non-compliance with the requirements laid down in this Part, which could lower the safety standard and possibly hazard the flight safety.'

SECTION B
PROCEDURE FOR COMPETENT AUTHORITIES

SUBPART A

GENERAL

- (36) In Section B, a new point ‘M.B.103 Findings and enforcement measures — persons’ is inserted after M.B.102 as follows:

‘M.B.103 Findings and enforcement measures — persons

If, during oversight or by any other means, evidence is found by the competent authority responsible for oversight in accordance with this Part that shows a non-compliance with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules by a person holding a licence, certificate, rating or attestation issued in accordance with Regulation (EC) No 216/2008 and its Implementing Rules, the competent authority that identified the non-compliance shall take any enforcement measures necessary to prevent the continuation of that non-compliance.’

- (37) ‘M.B.104 Record-keeping’ is replaced by the following:

‘M.B.104 Record-keeping

- (a) The competent authorities shall establish a system of record-keeping that allows adequate traceability of the process to issue, continue, change, suspend or revoke each certificate.
- (b) The records for the oversight of organisations approved in accordance with this Part shall include as a minimum:
1. the application for an organisation approval;
 2. the organisation approval certificate including any changes;
 3. a copy of the audit programme listing the dates when audits are due and when audits were carried out;
 4. the competent authority continued oversight records including all audit records;
 5. copies of all relevant correspondence;
 6. details of any exemption and enforcement actions;
 7. any report from other competent authorities relating to the oversight of the organisation;
 8. organisation exposition or manual and amendments;
 9. copy of any other document directly approved by the competent authority.
- (c) The retention period for the point (b) records shall be at least 5 years.
- (d) The minimum records for the oversight of each aircraft shall include, at least, a copy of:
1. the aircraft certificate of airworthiness;
 2. airworthiness review certificates;

3. airworthiness review recommendations issued by Part-CAO or Part-CAMO approved organisations or independent certifying staff;
 4. the reports from the airworthiness reviews carried out directly by the competent authority;
 5. all relevant correspondence relating to the aircraft;
 6. the details of any exemption and enforcement action(s);
 7. any document approved by the competent authority pursuant to this Part or Part-ARO.
- (e) The records specified in point (d) shall be retained until 2 years after the aircraft has been permanently withdrawn from service.
- (f) All records shall be made available upon request by another Member State or the Agency.'

SUBPART B

ACCOUNTABILITY

- (38) 'M.B.201 Responsibilities' is replaced by the following:

'M.B.201 Responsibilities

The competent authorities as specified in point M.1 are responsible for conducting audits, inspections and investigations in order to verify that the requirements of this Part are complied with.'

- (39) A new 'M.B.202 Information to the Agency' is created as follows:

'M.B.202 Information to the Agency

- (a) The competent authority shall without undue delay notify the Agency in case of any significant problems with the implementation of Regulation (EC) No 216/2008 and its Implementing Rules.
- (b) The competent authority shall provide the Agency with safety-significant information stemming from the occurrence reports it has received pursuant to point M.A.202.

SUBPART C
CONTINUING AIRWORTHINESS

(40) 'M.B.301 Aircraft maintenance programme' is replaced by the following:

'M.B.301 Aircraft maintenance programme

- (a) The competent authority shall verify that the aircraft maintenance programme is in compliance with point M.A.302.
- (b) Except where stated otherwise in point M.A.302(c), the aircraft maintenance programme and its amendments shall be approved directly by the competent authority. The competent authority shall have access to all the data required by points M.A.302(d), (e) and (f).
- (c) In the case of indirect approval as provided for in point M.A.302(c), the competent authority shall approve the aircraft maintenance programme approval procedure of the CAO or CAMO through that organisation's exposition.'

(41) A new point 'M.B.305 Aircraft technical log' is inserted after M.B.304 as follows:

'M.B.305 Aircraft technical log system

The competent authority shall approve the initial aircraft technical log system required by M.A.306 and any subsequent amendments to it.'

SUBPART F
MAINTENANCE ORGANISATION

- (42) In ‘M.B.602 Initial approval’, point (b) and (c) are replaced by the following:
- ‘(b) The competent authority shall establish that the procedures specified in the maintenance organisation manual comply with Subpart F of this Part, and shall ensure that the accountable manager signs the commitment statement.
 - (c) The competent authority shall verify that the organisation is in compliance with the requirements laid down in Subpart F of this Part.’
- (43) In ‘M.B.603 Issue of approval’, point (a) is replaced by the following:
- ‘(a) The competent authority shall issue to the applicant an EASA Form 3 approval certificate (Appendix V to this Part), which includes the extent of the approval, when the maintenance organisation is in compliance with the applicable points of this Part.’
- (44) In ‘M.B.604 Continuing oversight’, point (a) is replaced by the following:
- ‘(a) The competent authority shall keep and update a programme listing, for each maintenance organisation approved in accordance with Subpart F of Section B of this Part under its supervision, the dates when audit visits are due and when such visits were carried out.’
- (45) In ‘M.B.605 Findings’, point (a) is replaced by the following:
- ‘(a) When during audits or by other means evidence is found showing non-compliance with a requirement laid down in this Part or Part-ML, the competent authority shall take the following actions:’
- (46) In ‘M.B.606 Changes’, point (c) is replaced by the following:
- ‘(c) For any change to the maintenance organisation manual:
 1. in the case of direct approval of changes in accordance with point M.A.604(b), the competent authority shall verify that the procedures specified in the manual are in compliance with this Part before formally notifying the approved organisation of the approval;
 2. in the case an indirect approval procedure is used for the approval of the changes in accordance with point M.A.604(c), the competent authority shall ensure that:
 - (i) the changes remain minor; and
 - (ii) it has adequate control over the approval of the changes to ensure they remain in compliance with the requirements of this Part.’

SUBPART G

CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

- (47) Subpart G 'CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION' is deleted.

SUBPART I

AIRWORTHINESS REVIEW CERTIFICATE

(48) In ‘M.B.901 Assessment of recommendations’, the point (1) reference to M.A.710 is replaced by a reference to ‘M.A.901’ as follows:

‘1. Appropriately qualified personnel from the competent authority shall verify that the compliance statement contained in the recommendation demonstrates that a complete M.A.901 airworthiness review has been carried out.’

(49) In ‘M.B.902 Airworthiness review by the competent authority’, points (a) and (b) are replaced by the following:

‘(a) When the competent authority carries out the airworthiness review and issues the airworthiness review certificate (Appendix III (EASA Form 15a) to this Part), the competent authority shall carry out an airworthiness review in accordance with point M.A.901.

(b) The competent authority shall have appropriate airworthiness review staff to carry out the airworthiness reviews.

1. For all aircraft used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730 kg MTOM, such staff shall have:

- (a) acquired at least 5 years of experience in continuing airworthiness; and
- (b) acquired an appropriate licence in compliance with Part-66, or a nationally recognised maintenance personnel qualification appropriate to the aircraft category (when Article 5(6) refers to national rules), or an aeronautical degree or equivalent; and
- (c) received formal aeronautical maintenance training; and
- (d) held a position with appropriate responsibilities.

Notwithstanding points (a) to (d), the requirement laid down in point M.B.902(b)(1)(b) may be replaced with 5 years of experience in continuing airworthiness additional to those already required by point M.B.902(b)(1)(a).

2. For aircraft not used by licensed air carriers in accordance with Regulation (EC) No 1008/2008, and for aircraft of 2 730 kg MTOM and below, such staff shall have:

- (a) at least 3 years of experience in continuing airworthiness; and
- (b) acquired an appropriate licence in compliance with Part-66, or a nationally recognised maintenance personnel qualification appropriate to the aircraft category (when Article 5(6) refers to national rules), or an aeronautical degree or equivalent; and
- (c) received appropriate aeronautical maintenance training; and
- (d) held a position with appropriate responsibilities.

Notwithstanding points (a) to (d), the requirement shown in point M.B.902(b)(2)(b) may be replaced by 4 years of experience in continuing airworthiness additional to those already required by point M.B.902(b)(2)(a).’

(50) A new point ‘M.B.904 Exchange of information’ is inserted after M.B.903 as follows:

‘M.B.904 Exchange of information

Upon receipt of a notification of aircraft transfer within the Member States according to M.A.903, the competent authority shall inform the competent authority where the aircraft will be registered of any known problems with the aircraft being transferred. Furthermore, the competent authority where the aircraft will be registered shall ensure that the former competent authority has been properly notified that the aircraft is leaving.’

(51) ‘Appendix I — Continuing airworthiness management contract’ to this Part is replaced by the following:

‘1. When an owner/operator contracts in accordance with M.A.201 a CAMO or CAO to carry out continuing airworthiness management tasks, upon request by the competent authority, a copy of the contract shall be sent by the owner/operator to the competent authority of the Member State of registry once it has been signed by both parties.

2. The contract shall be developed taking into account the requirements of this Part and shall define the obligations of the signatories in relation to the continuing airworthiness of the aircraft.

3. It shall contain as a minimum the following:

- aircraft registration,
- aircraft type,
- aircraft serial number,
- aircraft owner or registered lessee’s name or company details including the address,
- CAMO/CAO details including the address,
- type of operation.

4. It shall state the following:

“The owner/operator entrusts the CAMO/CAO with the management of the continuing airworthiness of the aircraft, the development of an aircraft maintenance programme that shall be approved by the competent authority as detailed in M.1, and the organisation of the maintenance of the aircraft according to said aircraft maintenance programme.

According to the present contract, both signatories undertake to follow the respective obligations of this contract.

The owner/operator declares to the best of its belief that all the information given to the CAMO/CAO concerning the continuing airworthiness of the aircraft is and will be accurate, and that the aircraft will not be altered without prior approval of the CAMO/CAO.

In case of any non-conformity with this contract, by either of the signatories, the contract will become null. In such a case, the owner/operator will retain full responsibility for every task linked to the continuing airworthiness of the aircraft, and the owner will undertake to inform the competent authorities of the Member State of registry within 2 full weeks.”

5. When an owner/operator contracts a CAMO/CAO in accordance with M.A.201, the obligations of each party shall be assigned as follows:

5.1. Obligations of the CAMO/CAO:

1. have the aircraft type included in its terms of approval;
2. respect the conditions listed below with regard to maintaining the continuing airworthiness of the aircraft:
 - (a) develop an aircraft maintenance programme for the aircraft, including any reliability programme developed, if applicable;
 - (b) declare the maintenance tasks (in the aircraft maintenance programme) that may be carried out by the pilot-owner in accordance with point M.A.803(c);
 - (c) organise the approval of the aircraft maintenance programme;
 - (d) once it has been approved, provide the owner/operator with a copy of the aircraft maintenance programme;
 - (e) organise a bridging inspection with the aircraft prior maintenance programme;
 - (f) organise for all maintenance to be carried out by an approved maintenance organisation;
 - (g) organise for all applicable airworthiness directives to be applied;
 - (h) organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the owner to be rectified by an approved maintenance organisation;
 - (i) coordinate scheduled maintenance, the application of airworthiness directives, the replacement of life-limited parts, and component inspection requirements;
 - (j) inform the owner each time the aircraft shall be brought to an approved maintenance organisation;
 - (k) manage all technical records;
 - (l) archive all technical records;
3. organise the approval of any modification to the aircraft in accordance with Part-21 before it is embodied;
4. organise the approval of any repair to the aircraft in accordance with Part-21 before it is carried out;
5. inform the competent authority of the Member State of registry whenever the aircraft is not presented to the approved maintenance organisation by the owner as requested by the approved organisation;

6. inform the competent authority of the Member State of registry whenever the present contract is not respected;
 7. ensure that the airworthiness review of the aircraft is carried out when necessary, and ensure that the airworthiness review certificate is issued or a recommendation is sent to the competent authority of the Member State of registry;
 8. send within 10 days a copy of any airworthiness review certificate issued or extended to the competent authority of the Member State of registry;
 9. carry out all occurrence reporting mandated by applicable regulations;
 10. inform the competent authority of the Member State of registry whenever the present contract is denounced by either party.
- 5.2. Obligations of the owner/operator:
1. have a general understanding of the approved aircraft maintenance programme;
 2. have a general understanding of this Part;
 3. present the aircraft to the approved maintenance organisation agreed with the CAMO/CAO at the due time designated at the CAMO's/CAO's request;
 4. not modify the aircraft without first consulting the CAMO/CAO;
 5. inform the CAMO/CAO of all maintenance exceptionally carried out without the knowledge and control of the CAMO/CAO;
 6. report all defects found during operations to the CAMO/CAO through the logbook;
 7. inform the competent authority of the Member State of registry whenever the present contract is denounced by either party;
 8. inform the CAMO/CAO and competent authority of the Member State of registry whenever the aircraft is sold;
 9. carry out all occurrence reporting mandated by applicable regulations;
 10. inform on a regular basis the CAMO/CAO about the aircraft flying hours and any other utilisation data, as agreed with the CAMO/CAO;
 11. enter the certificate of release to service in the logbooks as mentioned in point M.A.803(d) when performing pilot-owner maintenance without exceeding the limits of the maintenance tasks list as declared in the approved aircraft maintenance programme as laid down in point M.A.803(c);
 12. inform the CAMO/CAO not later than 30 days after completion of any pilot-owner maintenance task in accordance with point M.A.305(a).
6. When an owner/operator contracts a CAMO/CAO in accordance with M.A.201, the obligations of each party in respect of mandatory and voluntary occurrence reporting in accordance with Regulation (EU) No 376/2014⁽¹⁾ and its Implementing Rules shall be clearly specified.'

⁽¹⁾ Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU)

- (52) In ‘Appendix II — Authorised Release Certificate — EASA Form 1’ to this Part, the instructions in Block 12 point (x) and in Block 14a are replaced by the following:

‘Block 12 Remarks

[...]

- (x) For maintenance organisations approved in accordance with Subpart F of Annex I (Part-M) or Annex Vd (Part-CAO), the component certificate of release to service statement referred to in point M.A.613 and CAO.A.070, as applicable:

“Certifies that, unless otherwise specified in this block, the work identified in block 11 and described in this block was accomplished in accordance with the requirements of Section A Subpart F of Annex I (Part-M) or Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014, and in respect to that work the item is considered ready for release to service. THIS IS NOT A RELEASE UNDER ANNEX II (PART-145) TO REGULATION (EU) No 1321/2014.”

If printing the data from an electronic EASA Form 1, any appropriate data not fit for other blocks should be entered in this block.

Block 14a

Mark the appropriate box(es) indicating which regulations apply to the completed work. If the box “other regulations specified in block 12” is marked, then the regulations of the other airworthiness authority(ies) must be identified in block 12. At least one box must be marked, or both boxes may be marked, as appropriate.

For all maintenance carried out by maintenance organisations approved in accordance with Section A Subpart F of Annex I (Part M) or Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014, the box “other regulation specified in block 12” shall be ticked and the certificate of release to service statement be entered in block 12. In that case, the certification statement “unless otherwise specified in this block” is intended to address the following cases:

- (a) where maintenance could not be completed;
- (b) where maintenance deviated from the standard required by Annex I (Part-M) or Annex Vd (Part-CAO);
- (c) where maintenance was carried out in accordance with a requirement other than that specified in Annex I (Part-M) or Annex Vd (Part-CAO); in this case, block 12 shall specify the particular national regulation.

For all maintenance carried out by maintenance organisations approved in accordance with Section A of Annex II (Part-145) to Regulation (EU) No 1321/2014, the certification statement “unless otherwise specified in block 12” is intended to address the following cases:

- (a) where maintenance could not be completed;

- (b) where maintenance deviated from the standard required by Annex II (Part-145);
- (c) where maintenance was carried out in accordance with a requirement other than that specified in Annex II (Part-145); in this case, block 12 shall specify the particular national regulation.'

(53) In addition, in 'Appendix II — Authorised Release Certificate — EASA Form 1' to this Part, in the footer of the EASA Form 1 itself (front page), the text 'EASA Form 1 — MF/145 Issue 2' is replaced by the following:

'EASA Form 1 — MF/CAO/145 Issue 3'

(54) In 'Appendix III — Airworthiness Review Certificate — EASA Form 15' to this Part, Forms 15b and 15a are replaced by the Forms below:

| |
|--|
| <p>[MEMBER STATE] A Member of the European Union (*)</p> <p>AIRWORTHINESS REVIEW CERTIFICATE (ARC) ARC reference:</p> <p>Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, for the time being in force, the following organisation, approved in accordance with Section A of Annex Vc (Part-CAMO) or Section A of Annex Vb (Part-CAO) to Commission Regulation (EU) No 1321/2014,</p> <p>[NAME OF ORGANISATION APPROVED AND ADDRESS] Approval reference: [MEMBER STATE CODE].MG.[NNNN].</p> <p>hereby certifies that it has performed an airworthiness review in accordance with point M.A.901 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 on the following aircraft:</p> <p>Aircraft manufacturer:..... Manufacturer's designation:..... Aircraft registration:..... Aircraft serial number:..... 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 (**):..... Signed: Authorisation No:</p> <p>1st extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.</p> <p>Date of issue: Date of expiry:</p> <p>Airframe Flight Hours (FH) at date of issue (**):..... Signed: Authorisation No:</p> <p>Company name: Approval reference:</p> <p>2nd extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014 for the last year. The aircraft is considered to be airworthy at the time of the issue.</p> <p>Date of issue: Date of expiry:</p> <p>Airframe flight hours (FH) at date of issue (**):..... Signed: Authorisation No:</p> <p>Company name: Approval reference:</p> <p>* Delete for non-EU Member States</p> |
|--|

(*) Delete for non-EU Member States.

(**) Except for airships.

| | |
|--|--------------------------|
| [MEMBER STATE] | |
| A Member of the European Union (*) | |
| AIRWORTHINESS REVIEW CERTIFICATE (ARC) | |
| ARC reference: | |
| Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, for the time being in 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 (Part-M) to Commission Regulation (EU) No 1321/2014 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 (Part-M) to Commission Regulation (EU) No 1321/2014 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:..... |

EASA Form 15a Issue 5

(*) Delete for non-EU Member States.

(**) Except for airships.

(55) In ‘Appendix III — Airworthiness Review Certificate — EASA Form 15’ to this Part, Form 15c is deleted (it is included as an appendix to the new Part-ML (Opinion No 05/2016).

(56) In ‘Appendix IV — Class and Ratings System to be used for the Approval of Maintenance Organisations referred to in Annex I (Part-M) Subpart F and Annex II (Part-145)’, the boxes corresponding to rating A2 are replaced by the following:

| CLASS | RATING | LIMITATION | BASE | LINE |
|----------|----------------------------------|--|--------------|--------------|
| AIRCRAFT | 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] (*) |

(57) ‘Appendix V — Maintenance Organisation Approval referred to in Annex I (Part-M) Subpart F’ is replaced by the form below, and it is now referred to as ‘Maintenance Organisation Certificate’:

‘Appendix V

Maintenance Organisation Certificate referred to in Annex I (Part-M) Subpart F

Page 1 of 2

[MEMBER STATE (*)]

A Member of the European Union (**)

MAINTENANCE ORGANISATION CERTIFICATE

Reference: [MEMBER STATE CODE (*)].MF.[XXXX]

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and to Commission Regulation (EU) No 1321/2014, for the time being in force and subject to the conditions specified below, the [COMPETENT AUTHORITY OF THE MEMBER STATE (*)] hereby certifies:

[COMPANY NAME AND ADDRESS]

as a maintenance organisation in compliance with Section A Subpart F of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014, 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 recommendations and airworthiness review certificates after an airworthiness review as specified in point M.A.901 of Annex I (Part-M), or point ML.A.903 of Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 for those aircraft listed in the attached approval schedule.

CONDITIONS:

1. This certificate is limited to what is specified in the scope of work section of the approved maintenance organisation manual as referred to in Section A Subpart F of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014; and
2. This certificate requires compliance with the procedures specified in the approved maintenance organisation manual; and
3. This certificate is valid whilst the approved maintenance organisation remains in compliance with Annex I (Part-M) and Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014.
4. Subject to compliance with the foregoing conditions, this certificate shall remain valid until [(insert date - 2 years after the date of entry into force of this amending Regulation)] unless the certificate has been surrendered, superseded, suspended or revoked before that date.

Date of original issue:.....

Date of this revision:.....

Revision No:.....

Signed:.....

For the competent authority: [COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

EASA Form 3-MF Issue 4

(*) Or ‘EASA’, if EASA is the competent authority.

(**) Delete for non-EU Member States or EASA.

MAINTENANCE ORGANISATION TERMS OF APPROVAL

Reference: [MEMBER STATE CODE (*).MF.XXXX

Organisation: [COMPANY NAME AND ADDRESS]

| CLASS | RATING | LIMITATION |
|--|---------------|-------------------|
| AIRCRAFT (**) | (***) | (***) |
| | (***) | (***) |
| ENGINES (**) | (***) | (***) |
| | (***) | (***) |
| COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs (**) | (***) | (***) |
| | (***) | (***) |
| | (***) | (***) |
| | (***) | (***) |
| | (***) | (***) |
| | (***) | (***) |
| SPECIALISED SERVICES (**) | (***) | (***) |
| | (***) | (***) |

These terms of approval are limited to the products, parts and appliances and to the activities specified in the scope of work section of the approved maintenance organisation manual.

Maintenance Organisation Manual reference:.....

Date of original issue:.....

Date of last revision approved:..... Revision No:.....

Signed:.....

For the competent authority:[COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

EASA Form 3-MF Issue 4

- (*) Or 'EASA', if EASA is the competent authority.
- (**) Delete as appropriate if the organisation is not approved.
- (***) Complete with the appropriate rating and limitation.
- (****) Complete with the appropriate limitation and state whether the issue of recommendations and 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 aircraft maintenance programme).

(58) Appendix VI 'Continuing Airworthiness Management Organisation Approval referred to in Annex I (Part-M) Subpart G, to this Part is deleted.

(59) In Appendix VIII 'Limited Pilot-owner maintenance', point (b)(9) is deleted.