



Course Syllabus (Exam Ref. E.2042-001)
Revision 02.03.2009

Continuing Airworthiness Requirements

General

Overview of Commission Regulation (EC) No. 2042/2003 and its amendments

- **Commission Regulation (EC) No 1056/2008 of 27 October 2008**
- **Commission Regulation (EC) No 376/2007 of 30 March 2007**
- **Commission Regulation (EC) No 707/2006 of 8 May 2006**

Contents:

- A.** The EU legal framework - Principles
- B.** Structure of the EU regulatory system
- C.** Regulation (EC) No. 216/2008
- D.** ICAO reference material
- E.** Commission Regulation (EC) No. 2042/2003
- F.** General overview of Regulation (EC) No. 2042/2003
- G.** Cross-reference between Continuing Airworthiness requirements and syllabus' contents
- H.** Detailed contents and level of detail expected (Full contents / Specific paragraphs / Overview)



A. THE EU LEGAL FRAMEWORK - PRINCIPLES

The Community being a supranational organisation, Member States may no more:

- Deviate from common rules.
- impose additional requirements or
- Conclude arrangements with third countries.

Legislative powers

The Legislator, through the Basic Regulation:

- Defines the scope of powers transferred to the Community (the products, organizations and personnel that will be regulated by the Community to protect public interest)
- Adopts the essential requirements specifying the objectives to be met (the obligations and means to reach the desired level of protection)
- Distributes the executive tasks among the executive agents
- Establishes the means of judicial control when executive powers are given to Community bodies

Executive powers

Certification is carried out:

- By the Agency (when centralized action is more efficient);
- By the National Aviation Authorities (Commission oversight through the Agency) – This is the case for Continuing Airworthiness Management Organisations.

Judicial powers

Oversight and enforcement are carried out by the national systems, under the supervision of national Courts

The interpretation of Community law is made by the Court of Justice of the European Community.

THE AGENCY:

- Drafts common rules (EASA Regulation and implementing rules)
- Adopts material for the implementation of common rules (airworthiness codes, interpretation and guidance material)
- Issues type certificates (TC, STC,...), approves organisations (DOA and, outside the European territory, POA, MOA...), ensures their continued oversight
- Oversees the application of rules by the Member States and recommends the necessary enforcement actions to the Commission
- Acts as a focal point for third countries and international organizations for the harmonisation of rules and the recognition / validation of certificates



THE MEMBER STATES (NAAS):

- Provide expertise as appropriate for rulemaking tasks
- Develop national administrative rules for the implementation and enforcement of common rules (administrative procedures)
- May take action on a case by case basis if so required to ensure safety or appropriate operational flexibility (safeguards)
- Approve organisations in their territory (except DOs)
- Issue certificates for individual products on their registry
- Issue personnel licences for aircraft maintenance certifying staff (Part-66)

B. STRUCTURE OF THE EU REGULATORY SYSTEM

a) TREATY ESTABLISHING THE EUROPEAN COMMUNITY

Article 80

2. The Council may, acting by a qualified majority, decide whether, to what extent and by what procedure appropriate provisions may be laid down for sea and air transport. The procedural provisions of Article 71 shall apply.

Article 71

1. For the purpose of implementing Article 70, and taking into account the distinctive features of transport, the Council shall, acting i.a.w. the procedure referred to in Article 251 and after consulting the Economic and Social Committee and the Committee of the Regions, lay down:

- (a) common rules applicable to international transport to or from the territory of a Member State or passing across the territory of one or more Member States;

- (b) the conditions under which non-resident carriers may operate transport services within a Member State;

- (c) measures to improve transport safety;

- (d) Any other appropriate provisions.



b) BASIC REGULATION

- The Parliament and the Council define the Scope of Powers transferred from the Member States to the Community
- They adopt the Essential Requirements specifying the objectives to be met
- The Basic Regulation was adopted by the European Parliament and the Council, according to the co-decision procedure
- It defines the scope of Community competence
- It establishes the objectives and principles of Community action
- It establishes the division of regulatory and executive powers between the Agency, the European Institutions and the Member States

c) IMPLEMENTING RULES

The Commission adopts standards for implementing the essential requirements

The Implementing Rules were adopted by the Commission, according to the committee procedure

They establish common standards in the fields of airworthiness, continuing airworthiness and environmental protection that:

- Fulfil the objectives and principles established in the Essential Requirements
- Are in compliance with ICAO SARPs

They define the Competent Authority for the executive functions and establish rules and procedures for its implementation

d) ACCEPTABLE MEANS OF COMPLIANCE

M.B.103 Acceptable means of compliance

The Agency shall develop acceptable means of compliance that the Member States may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.



C. REGULATION (EC) NO 216/2008

Chapter I Principles

<p>Article 1</p>	<p>Scope</p>	<p style="text-align: center;">(j) Applicability of the Basic Regulation to products, parts and appliances</p> <p>This Regulation shall apply to:</p> <p>(a) the design, production, maintenance and operation of aeronautical products, parts and appliances, as well as personnel and organisations involved in the design, production and maintenance of such products, parts and appliances</p> <p>(b) Personnel and organisations involved in the operation of aircraft.</p>	
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Chapter II Substantive requirements

<p>Article 4</p>	<p>Basic principles and applicability</p>	<p>2. Aircraft, including any installed product, part and appliance, which are:</p> <p>(a) designed or manufactured by an organisation for which the Agency or a Member State ensures safety oversight; or</p> <p>(b) registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator; or</p> <p>(c) registered in a third country and used by an operator for which any Member State ensures oversight of operations, or used into, within or out of the Community by an operator established or residing in the Community; or</p> <p>(d) registered in a third country, or registered in a Member State which has delegated their regulatory safety oversight to a third country, and used by a third country operator into, within or out of the Community shall comply with this Regulation.</p> <p style="text-align: center;">(j) Paragraph 1 shall not apply to aircraft referred to in Annex II.</p>	
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<p>Article 5</p>	<p>Airworthiness</p>	<ol style="list-style-type: none"> 1. Aircraft referred to in Article 4(1) (a), (b) and (c) shall comply with the essential requirements for airworthiness laid down in Annex I. 2. Compliance of aircraft referred to in Article 4(1)(b), and of products, parts and appliances mounted thereon shall be established in accordance with the following. <ul style="list-style-type: none"> (d) Organisations responsible for the maintenance of products, parts and appliances shall demonstrate their capability and means to discharge the responsibilities associated with their privileges. Unless otherwise accepted these capabilities and means shall be recognised through the issuance of an organisation approval. The privileges granted to the approved organisation and the scope of the approval shall be specified in the terms of approval. 5. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular: <ul style="list-style-type: none"> (f) conditions to issue, maintain, amend, suspend or revoke organisation approvals i.a.w. § 2(d), (e) and (g) and conditions under which such approvals need not be requested; <p>Responsibilities of the holders of certificates.</p>	
<p>Article 11</p>	<p>Recognition of certificates</p>	<ol style="list-style-type: none"> 1. Member States shall, without further technical requirements or evaluation, recognise the certificates issued in accordance with this Regulation. When the original recognition is for a particular purpose, or purposes, any subsequent recognition shall cover only the same purpose or purpose(s). <p><i>Note: such an "automatic mutual recognition" is possible, provided that the State issuing the certificates is fully compliant with the provisions of the Basic Regulation. If that is not the case (i.e. new Member States accessing the European Union), then this article shall not apply (Refer to Regulation 1962/2006 for a practical example).</i></p>	



		<p>2. The Commission, on its own initiative or at the request of a Member State or of the Agency, may initiate the procedure referred to in Article 65(7) to decide whether a certificate issued in accordance with this Regulation effectively complies with this Regulation and its implementing rules. In case of non-compliance or ineffective compliance, the Commission shall require the issuer of a certificate to take appropriate corrective action and safeguard measures, such as limitation or suspension of the certificate. Moreover, the provisions of paragraph 1 shall cease to apply to the certificate from the date of the notification of the Commission's decision to the Member States.</p> <p>3. When the Commission has sufficient evidence that appropriate corrective action has been taken by the issuer referred to in paragraph 2 to address the case of non-compliance or ineffective compliance and that the safeguard measures are no longer necessary, it shall decide that the provisions of paragraph 1 apply again to this certificate. These provisions shall apply as from the date of the notification of this decision to the Member States.</p>	
Article 14	Flexibility provisions	(k) Member States may grant exemptions in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected thereby. Appropriate notification.	
Article 18	Agency measures	<p>The Agency shall, where appropriate:</p> <ul style="list-style-type: none"> (a) issue opinions addressed to the Commission; (b) issue recommendations addressed to the Commission for the application of Art. 14; (c) issue certification specifications, including airworthiness codes and acceptable means of compliance, as well as any guidance material for the application of this Regulation and its implementing rules. 	



ANNEX I			
Essential requirements For airworthiness referred to in Article 5	3. Organisations	<p>3.a. Organisation approvals must be issued when the following conditions are met:</p> <p>3.a.1. the organisation must have all the means necessary for the scope of work. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;</p> <p>3.a.2. the organisation must implement and maintain a management system to ensure compliance with these essential requirements for airworthiness, and aim for continuous improvement of this system;</p> <p>3.a.3. the organisation must establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these essential requirements for airworthiness;</p> <p>3.a.4. the organisation must establish an occurrence reporting and/or handling system, which must be used by the management system under point 3.a.2 and the arrangements under point 3.a.3, in order to contribute to the aim of continuous improvement of the safety of products.</p>	
ANNEX II	Aircraft referred to in Article 4(4)	<p>Art. 4(1), (2) & (3) do not apply to aircraft falling in one or more of the categories below.</p> <p>(a) historic aircraft meeting the criteria below:</p> <ul style="list-style-type: none"> (i) non complex aircraft whose: <ul style="list-style-type: none"> - initial design was established before 1.1.1955 and (l) production has been stopped before 1.1.1975 or (m) aircraft having a clear historical relevance, related to: <ul style="list-style-type: none"> (n) a participation in a noteworthy historical event; or - a major step in the development of aviation; or - a major role played into the armed forces of a Member State. (o) aircraft specifically designed or modified for research, 	



		<p>experimental or scientific purposes, and likely to be produced in very limited numbers.</p> <p>I aircraft of which at least 51% is built by an amateur, or a non profit making association of amateurs, for their own purposes and without any commercial objective.</p> <p>(d) Aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency.</p> <p>(e) aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass, as recorded by the Member States, of no more than: (i) 300 kg for a land plane/helicopter, single seater; or (ii) 450 kg for a land plane/helicopter, two seater; or (iii) 330 kg for an amphibian or floatplane/helicopter single seater; or (iv) 495 kg for an amphibian or floatplane/helicopter two seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate; (v) 472,5 kg for a land plane, two seater equipped with an airframe mounted total recovery parachute system; (vi) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system; and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS).</p> <p>(f) Single and two-seater gyroplanes with a maximum take off mass \leq 560 kg.</p> <p>(g) Gliders with a maximum empty mass, of no more than 80 kg when single seater or 100 kg when two seater, including those which are foot launched.</p> <p>(h) Replicas of aircraft meeting the criteria of (a) or (d) above, for which the structural design is similar to the original aircraft.</p> <p>(i) Unmanned aircraft with an operating mass of no more than 150 kg.</p>	
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		(j) Any other aircraft which has a maximum empty mass, including fuel, ≤ 70 kg.	
D. ICAO REFERENCE MATERIAL			
ICAO Doc 7300 Convention on International Civil Aviation			
Chapter 6	International Standards and Recommended Practices	Article 37: Adoption of international standards and practices To this end ICAO shall adopt and amend from time to time, as may be necessary, <u>international standards and recommended practices and procedures</u>	
ICAO Annex 6			
Chapter 8	Aeroplane Maintenance	8.7: Approved maintenance organization	
E. COMMISSION REGULATION (EC) No. 2042/2003 + 707/2006			
Article 1	Objective and scope	<p>1. This Regulation establishes common technical requirements and administrative procedures for ensuring the continuing airworthiness of aircraft, including any component for installation thereto, which are:</p> <p>(a) registered in a Member State; or</p> <p>(b) registered in a third country and used by an operator for which a Member State ensures oversight of operations.</p> <p>2. Paragraph 1 shall not apply to aircraft the regulatory safety oversight of which has been transferred to a third country and which are not used by a Community operator, or to aircraft referred to in Annex II to the basic Regulation.</p> <p>3. The provisions of this Regulation related to commercial air transport are applicable to licensed air carriers as defined by Community law – See below</p>	



DEFINITIONS OF COMMERCIAL AIR TRANSPORT and of LICENSED AIR CARRIERS

1) COUNCIL REGULATION (EEC) NO 2407/1992

Article 1

1. This Regulation concerns requirements for the granting and maintenance of operating licences by Member States in relation to air carriers established in the Community.
2. The carriage by air of passengers, mail and/or cargo, performed by non-power driven aircraft and/or ultra-light power driven aircraft, as well as local flights not involving carriage between different airports, are not subject to this Regulation. In respect of these operations, national law concerning operating licences, if any, and Community and national law concerning the air operator's certificate (AOC) shall apply.

Article 2

For the purposes of this Regulation:

- (a) 'undertaking' means any natural person, any legal person, whether profit-making or not, or any official body whether having its own legal personality or not;
- (b) 'air carrier' means an air transport undertaking with a valid operating licence;
- (c) 'operating licence' means an authorization granted by the Member State responsible to an undertaking, permitting it to carry out carriage by air of passengers, mail and/or cargo, as stated in the operating licence, for remuneration and/or hire;
- (d) 'air operator's certificate (AOC)' means a document issued to an undertaking or a group of undertakings by the competent authorities of the Member States which affirms that the operator in question has the professional ability and organization to secure the safe operation of aircraft for the aviation activities specified in the certificate;

2) JOINT AVIATION REQUIREMENTS

JAR-1 Definitions and Abbreviations

'Commercial Air Transportation' means the transportation by air of passengers, cargo or mail for remuneration or hire.
(See IEM 1.1, Commercial Air Transportation.)



IEM 1.1 Commercial Air Transportation

Commercial Air Transportation is not intended to cover Aerial Work or Corporate Aviation. 'Aerial Work' means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

JAR-OPS 1 SUBPART A - GENERAL

JAR-OPS 1.001 Applicability

(a) JAR-OPS Part 1 prescribes requirements applicable to the operation of any civil aeroplane for the purpose of commercial air transportation by any operator whose principal place of business and, [if any, its registered office] is in a JAA Member State.

JAR-OPS 1 does not apply:

(1) to aeroplanes when used in military, customs and police services

nor

(2) to parachute dropping and fire-fighting flights, and to associated positioning and return flights in which the persons carried are those who would normally be carried on parachute dropping or fire-fighting

nor

(3) to flights immediately before, during, or immediately after an aerial work activity provided these flights are connected with that aerial work activity and in which, excluding crew members, no more than 6 persons indispensable to the aerial work activity are carried.

JAR-OPS 1 SUBPART C – OPERATOR CERTIFICATION AND SUPERVISION

JAR-OPS 1.175 General rules for Air Operator Certification

(a) An operator shall not operate an aeroplane for the purpose of commercial air transportation otherwise than under, and i.a.w. , the terms and conditions of an Air Operator Certificate (AOC).

3) ICAO DEFINITIONS

Operator - A person, organization or enterprise engaged in or offering to engage in an aircraft operation

Commercial Air Transport Operation - An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire



Air operator certificate (AOC) - A certificate authorizing an operator to carry out specified commercial air transport operations

General aviation operation - An aircraft operation other than a commercial air transport operation or an aerial work operation

Aerial work - An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

COMMISSION REGULATION (EC) No. 2042/2003

Article 2	Definitions	(a) 'aircraft' (c) 'component' (d) 'continuing airworthiness' (g) 'large aircraft'; (h) 'maintenance' (i) 'organisation' ; (j) 'pre-flight inspection'	
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[OTHER DEFINITIONS (ICAO)]

Master minimum equipment list (MMEL) - A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures

Minimum equipment list (MEL) - A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type

Configuration deviation list (CDL) - A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction



Maintenance programme - A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies

Maintenance release - A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either i.a.w. the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system

COMMISSION REGULATION (EC) No. 2042/2003

<p>Article 1</p>	<p>Objective and scope</p>	<p>1. This Regulation establishes common technical requirements and administrative procedures for ensuring the continuing airworthiness of aircraft, including any component for installation thereto, which are:</p> <p style="padding-left: 40px;">(a) registered in a Member State</p> <p style="text-align: center;">or</p> <p style="padding-left: 40px;">(b) registered in a third country and used by an operator for which a Member State ensures oversight of operations.</p> <p>2. Paragraph 1 shall not apply to aircraft the regulatory safety oversight of which has been transferred to a third country and which are not used by a Community operator, or to aircraft referred to in Annex II to the basic Regulation.</p> <p>3. The provisions of this Regulation related to commercial air transport are applicable to licensed air carriers as defined by Community law.</p>	
<p>Article 2</p>	<p>Definitions</p>	<p>Within the scope of the basic Regulation, the following definitions shall apply:</p> <p>(a) "Aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface.</p> <p>(b) "Certifying staff" means personnel responsible for the release of an aircraft or a component after maintenance.</p> <p>(c) "Component" means any engine, propeller, part or appliance.</p>	



		<p>(d) "Continuing airworthiness" means all of the processes ensuring that, at any time in its operating life; the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation.</p> <p>(e) "JAA" means "Joint Aviation Authorities".</p> <p>(f) "JAR" means "Joint Aviation Requirements".</p> <p>(g) "Large aircraft" means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter.</p> <p>(h) "Maintenance" means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection.</p> <p>(i) "Organisation" means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Member States.</p> <p>(j) "Pre-flight inspection" means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight.</p> <p>(k) "ELA1 aircraft" means the following European Light Aircraft:</p> <ul style="list-style-type: none">(i) An aeroplane, sailplane or powered sailplane with a Maximum Take-off Mass (MTOM) less than 1 000 kg that is not classified as complex motor powered aircraft.(ii) a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m³ for hot air balloons, 1 050 m³ for gas balloons, 300 m³ for tethered gas balloons.(iii) an airship designed for not more than two occupants and a maximum design lifting gas or hot air volume of not more than 2 500 m³ for hot air airships and 1 000 m³ for gas airships. <p>(l) "LSA aircraft" means a light sport aeroplane which has all of the following characteristics:</p> <ul style="list-style-type: none">(i) A Maximum Take-off Mass (MTOM) of not more than 600 kg.	
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		<p>(ii) a maximum stalling speed in the landing configuration (VS0) of not more than 45 knots Calibrated Airspeed (CAS) at the aircraft's maximum certificated take-off mass and most critical centre of gravity.</p> <p>(iii) A maximum seating capacity of no more than two persons, including the pilot.</p> <p>(iv) A single, non-turbine engine fitted with a propeller.</p> <p>(v) A non-pressurised cabin.</p>	
Article 3	<p>Continuing airworthiness requirements</p>	<ol style="list-style-type: none"> 1. The continuing airworthiness of aircraft and components shall be ensured i.a.w. the provisions of Annex I. 2. Organisations and personnel involved in the continuing airworthiness of aircraft and components, including maintenance, shall comply with the provisions of Annex I and where appropriate those specified in Articles 4 and 5. [Article 4 = Maintenance organisation approvals (Part-145); Article 5 = Certifying staff (Part-66)] 3. By derogation from paragraph 1, the continuing airworthiness of aircraft holding a permit to fly shall, without prejudice to Community law, be ensured on the basis of the national regulations of the State of registry. 4. For aircraft not used in commercial air transport, any airworthiness review certificate or equivalent document issued in accordance with the Member State requirements and valid on 28 September 2008 shall be valid until its expiration date or until 28 September 2009, whichever comes first. After the expiration of its validity, the competent authority may further re-issue or extend one time the airworthiness review certificate or equivalent document for one year, if allowed by the Member State requirements. Upon further expiration, the competent authority may further re-issue or extend one more time the airworthiness review certificate or equivalent document for one year, if allowed by the Member State requirements. 	



		No further re-issuance or extension is allowed. If the provisions of this point have been used, when transferring the registration of the aircraft within the EU, a new airworthiness review.	
Article 4	Maintenance organisation approvals	<p>1. Organisations involved in the maintenance of large aircraft or of aircraft used for commercial air transport, and components intended for fitment thereto, shall be approved in accordance with the provisions of Annex II.</p> <p>2. Maintenance approvals issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid before the entry into force of this Regulation shall be deemed to have been issued in accordance with this Regulation. For this purpose, by derogation from the provisions of 145.B.50(2) under Annex II, level 2 findings associated with the differences between JAR 145 and Annex II may be closed within one year. Certificates of release to service and authorised release certificates issued by an organisation approved under JAA requirements during that one-year period shall be deemed to have been issued under this Regulation.</p> <p>3. Personnel qualified to carry out and/or control a continued airworthiness non-destructive test of aircraft structures and/or components, on the basis of any standard recognised by a Member State prior to the entry into force of this Regulation as providing an equivalent level of qualification, may continue to carry out and/or control such tests.</p> <p>4. Certificates of release to service and authorised release certificates issued before the date of entry into force of this Regulation by a maintenance organisation approved under the Member State requirements shall be deemed equivalent to those required under points M.A.801 and M.A.802 of Annex I (Part-M) respectively.</p>	
Article 5	Certifying staff	<p>1. Certifying staff shall be qualified in accordance with the provisions of Annex III, except as provided for in points M.A.606(h), M.A.607(b), M.A.801(d) and M.A.803 of Annex I and in point 145.A.30(j) of Annex II (Part 145) and Appendix IV to Annex II (Part 145).'</p>	



		2. Any aircraft maintenance licence and if any, the technical limitations associated with that licence, issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid at the time of entry into force of this Regulation, shall be deemed to have been issued in accordance with this Regulation.	
Article 6	Training organisation requirements	<p>1. Organisations involved in the training of personnel referred to in Article 5 shall be approved in accordance with Annex IV to be entitled:</p> <p>(a) To conduct recognised basic training courses.</p> <p style="text-align: center;">and/or</p> <p>(b) To conduct recognised type training courses.</p> <p style="text-align: center;">and</p> <p>(c) To conduct examinations.</p> <p style="text-align: center;">and</p> <p>(d) To issue training certificates.</p> <p>2. Any maintenance training organisation approval issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid at the time of entry into force of this Regulation shall be deemed to have been issued in accordance with this Regulation.</p> <p>For this purpose, by derogation from the provisions of 147.B.130(b) under Annex IV, level 2 findings associated with the differences between JAR 147 and Annex IV may be closed within one year.</p>	
Article 7	Entry into force (1),(2),(3)	<p>1. This Regulation shall enter into force on the day following that of its publication in the Official Journal of the European Union.</p> <p>2. By way of derogation from paragraph 1:</p>	



		<p>(a) the provisions of Annex I, except for points M.A.201(h)(2) and M.A.708(c), shall apply from 28 September 2005;</p> <p>(b) point M.A.201(f) of Annex I shall apply to aircraft not involved in commercial air transport operated by third country carriers as from 28 September 2009.</p> <p>3. By way of derogation from paragraph 1 and 2, Member States may elect not to apply:</p> <p>(a) the provisions of Annex I to aircraft not involved in commercial air transport, until 28 September 2009;</p> <p>(b) the provisions of Annex I(I) to aircraft involved in commercial air transport, until 28 September 2008.</p> <p>(c) the following provisions of Annex II, until 28 September 2006:</p> <ul style="list-style-type: none">• 145.A.30(e), human factors elements.• 145.A.30(g) as applicable to large aircraft with a maximum take-off mass of more than 5 700 kg.• 145.A.30(h)(1) as applicable to aircraft with a maximum takeoff mass of more than 5 700 kg.• 145.A.30(j)(1), Appendix IV.• 145.A.30(j)(2), Appendix IV. <p>(d) the following provisions of Annex II, until 28 September 2008:</p> <ul style="list-style-type: none">• 145.A.30(g) as applicable to aircraft with a maximum take-off mass of 5 700 kg or below.• 145.A.30(h)(1) as applicable to aircraft with a maximum takeoff mass of 5 700 kg or below.• 145.A.30(h)(2). <p>(e) the provisions of Annex III, as applicable to aircraft with a maximum take-off mass above 5 700 kg until 28 September 2005;</p> <p>(f) the provisions of Annex III, as applicable to aircraft with a maximum take-off mass of 5 700 kg or below until 28 September 2006.</p> <p>(g) For aircraft not involved in commercial air transport other than large aircraft, the need to comply with Annex III (Part 66) in the following provisions, until 28 September 2010:</p>	
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		<ul style="list-style-type: none"> • M.A.606(g) and M.A.801(b)2 of Annex I(Part-M), • 145.A.30(g) and (h) of Annex II (Part-145). <p>4. Member States may issue approvals with regard to Annex II and Annex IV of a limited duration until 28 September 2007.</p> <p>5. When a Member State makes use of the provisions of paragraphs 3 or 4 it shall notify the Commission and the Agency.</p> <p>6. The Agency shall make an evaluation of the implication of the provisions of Annex I to this Regulation with a view to submitting an opinion to the Commission, including possible amendments to it, before 28 March 2005. This Regulation shall be binding in its entirety and directly applicable in all Member States.</p>	
G. CROSS-REFERENCE BETWEEN PART-M REQUIREMENTS AND SYLLABUS' CONTENTS			
COMMISSION REGULATION (EC) No. 2042/2003			
ANNEX I – Part-M			
Paragraph	Subject	F = Full contents	



		O = Overview X = Not Relevant
M.1	Competent Authority	O
SECTION A TECHNICAL REQUIREMENTS		
SUBPART A GENERAL		
M.A.101	Scope	O
SUBPART B ACCOUNTABILITY		
M.A.201	Responsibilities	O
Appendix I to Part M	Continuing Airworthiness Arrangement	O
<i>AMC M.A.201 (h)</i>	<i>Responsibilities</i>	<i>X</i>
<i>AMC M.A.201 (h) 1</i>	<i>Responsibilities</i>	<i>X</i>
<i>Appendix II to AMC M.A.201 (h) 1</i>	<i>Sub-contracting of C.A. Management Tasks</i>	<i>X</i>
<i>AMC M.A.201 (h) 2</i>	<i>Responsibilities</i>	<i>X</i>
M.A.202	Occurrence reporting	O
<i>AMC M.A.202 (a)</i>	<i>Occurrence reporting</i>	<i>X</i>
<i>AMC M.A.202 (b)</i>	<i>Occurrence reporting</i>	<i>X</i>
SUBPART C CONTINUING AIRWORTHINESS		
M.A.301	Continuing airworthiness tasks	O
AMC M.A.301 -1-	Continuing airworthiness tasks	O
<i>AMC M.A.301 -2-</i>	<i>Continuing airworthiness tasks</i>	<i>X</i>
<i>AMC M.A.301 -3-</i>	<i>Continuing airworthiness tasks</i>	<i>X</i>



AMC M.A.301 -4-	Continuing airworthiness tasks	X
AMC M.A.301 -5-	Continuing Airworthiness Tasks	X
AMC M.A.301 -7-	Continuing airworthiness tasks	X
M.A.302	Maintenance programme	O
AMC M.A.302	Maintenance programme	X
Appendix I to AMC M.A.302 & AMC M.B.301 (b)	Content of the maintenance programme	X
AMC M.A.302 (a)	Maintenance programme compliance	X
AMC M.A.302 (d)	Maintenance programme - reliability programmes	X
AMC M.A.302 (f) 1, 2, 3, 4 and 5.	Maintenance programme - reliability programmes	O
M.A.303	Airworthiness directives	O
M.A.304	Data for modifications and repairs	O
AMC M.A.304	Data for modifications and repairs	O
M.A.305 (a)	Aircraft continuing airworthiness record system	O
M.A.305 (b)	Aircraft continuing airworthiness record system	O
M.A.305 (h)	Aircraft continuing airworthiness record system	O
AMC M.A.305 (d)	Aircraft continuing airworthiness record system	X
AMC M.A.305 (h)	Aircraft continuing airworthiness record system	X
AMC M.A.305 (h) 6	Aircraft continuing airworthiness record system	X
M.A.306 (a)	Operator's technical log system	O
AMC M.A.306 (a)	Operators technical log system	X
AMC M.A.306 (b)	Operators technical log system	X
M.A.307	Transfer of aircraft continuing airworthiness records	O
AMC M.A.307 (a)	Transfer of aircraft continuing airworthiness records	X



SUBPART D MAINTENANCE STANDARDS		
M.A.401 (a)	Maintenance data	O
M.A.401 (b)	Maintenance data	O
<i>M.A.401 (c)</i>	<i>Maintenance data</i>	X
<i>AMC M.A.401 (b)</i>	<i>Maintenance data</i>	X
<i>AMC M.A.401 (c)</i>	<i>Maintenance data</i>	X
M.A.402	Performance of maintenance	O
<i>AMC M.A.402 (a)</i>	<i>Performance of maintenance</i>	X
<i>AMC M.A.402 (b)</i>	<i>Performance of maintenance</i>	X
<i>AMC M.A.402 (d)</i>	<i>Performance of maintenance</i>	X
<i>AMC M.A.402 (e)</i>	<i>Performance of maintenance</i>	X
M.A.403	Aircraft defects	O
AMC M.A.403 (b)	Aircraft defects	O
AMC M.A.403 (d)	Aircraft defects	O
SUBPART E COMPONENTS		
M.A.501 (a)	Installation	O
<i>AMC M.A.501 (a)</i>	<i>Installation</i>	X
<i>AMC M.A.501 (b)</i>	<i>Installation</i>	X
<i>AMC M.A.501 (c)</i>	<i>Installation</i>	X
<i>AMC M.A.501 (d)</i>	<i>Installation</i>	X
M.A.502 (a)	Component maintenance	O
<i>M.A.502 (b)</i>	<i>Component maintenance</i>	X
M.A.503	Service life limited components	O
M.A.504	Control of unserviceable components	O



<i>AMC M.A.504 (a)</i>	<i>Control of unserviceable components</i>	<i>X</i>
<i>AMC M.A.504 (b)</i>	<i>Control of unserviceable components</i>	<i>X</i>
<i>AMC M.A.504 (c)</i>	<i>Control of unserviceable components – unsalvageable components</i>	<i>X</i>
<i>AMC M.A.504 (d) 2</i>	<i>Control of unserviceable components</i>	<i>X</i>
<i>AMC M.A.504 (e)</i>	<i>Control of unserviceable components</i>	<i>X</i>
SUBPART F MAINTENANCE ORGANISATION		
M.A.601	Scope	O
AMC M.A.601	Scope	O
M.A.602	Application	O
<i>AMC M.A.602</i>	<i>Application</i>	<i>X</i>
<i>Appendix IX to AMC M.A.602</i>	<i>EASA Form 2</i>	<i>X</i>
M.A.603	Extent of approval	O
<i>Appendix V to Part M</i>	<i>Approval Certificate Part-M Section A Subpart F AMO</i>	<i>X</i>
AMC M.A.603 (a)	Extent of Approval	O
<i>AMC M.A.603 (b)</i>	<i>Extent of approval</i>	<i>X</i>
M.A.604 (a)	Maintenance organisation manual	O
M.A.604 (b)	Maintenance organisation manual	O
<i>M.A.604 (c)</i>	<i>Maintenance organisation manual</i>	<i>X</i>
<i>AMC M.A.604</i>	<i>Maintenance organisation manual</i>	<i>X</i>
<i>Appendix IV to AMC M.A.604</i>	<i>Maintenance Organisation Manual</i>	<i>X</i>
<i>M.A.605</i>	<i>Facilities</i>	<i>X</i>
<i>AMC M.A.605 (a)</i>	<i>Facilities</i>	<i>X</i>
<i>AMC M.A.605 (b)</i>	<i>Facilities</i>	<i>X</i>



AMC M.A.605 (c)	Facilities	X
M.A.606	Personnel requirements	O
AMC M.A.606 (a)	Personnel requirements	X
AMC M.A.606 (b)	Personnel requirements	X
AMC M.A.606 (c)	Personnel requirements	X
AMC M.A.606 (d)	Personnel requirements	X
AMC M.A.606 (e)	Personnel requirements	X
AMC M.A.606 (f)	Personnel requirements	X
Appendix X to AMC	EASA Form 4	X
M.A.607	Certifying staff	X
AMC M.A.607	Certifying staff	X
AMC M.A.607 (c)	Certifying staff	X
M.A.608	Components, equipment and tools	X
AMC M.A.608 (a)	Components, equipment and tools	X
AMC M.A.608 (b)	Components, equipment and tools	X
M.A.609	Maintenance data	X
AMC M.A.609	Maintenance Data	X
M.A.610	Maintenance work orders	O
M.A.611	Maintenance standards	O
M.A.612	Aircraft certificate of release to service	O
M.A.613	Component certificate of release to service	O
AMC M.A.613 (a)	Component certificate of release to service	X
M.A.614	Maintenance records	X
Appendix II to Part M	EASA Form 1	O



<i>AMC M.A.614 (a)</i>	<i>Maintenance records</i>	X
<i>AMC M.A.614 (c)</i>	<i>Maintenance records</i>	X
M.A.615	Privileges of the organisation	O
M.A.616	Organisational review	O
AMC M.A.616	Organisational review	O
Appendix VIII to AMC M.A.616	Organisational Review	O
M.A.617	Changes to the approved maintenance organisation	O
<i>AMC M.A.617</i>	<i>Changes to the approved maintenance organisation</i>	X
M.A.618 (a)	Continued validity of approval	O
<i>M.A.618 (b)</i>	<i>Continued validity of approval</i>	X
M.A.619	Findings	O
<i>Appendix IV to Part M</i>	<i>Approval Ratings</i>	X
SUBPART G Continuing Airworthiness Management Organisation		
M.A.701	Scope	O
<i>M.A.702</i>	<i>Application</i>	X
M.A.703	Extent of approval	O
Appendix VI to Part M	Approval Certificate Part-M Section A Subpart G CAMO	O
M.A.704	Continuing airworthiness management exposition	O
<i>AMC M.A.704</i>	<i>Continuing airworthiness management exposition</i>	X
<i>Appendix V to AMC M.A.704</i>	<i>CAMO Exposition</i>	X



<i>M.A.705</i>	<i>Facilities</i>	<i>X</i>
<i>AMC M.A.705</i>	<i>Facilities</i>	<i>X</i>
M.A.706	Personnel requirements	O
<i>AMC M.A.706</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.706 (e)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>Appendix X to AMC</i>	<i>EASA Form 4</i>	<i>X</i>
M.A.707 (a)	Airworthiness review staff	O
<i>M.A.707 (b)</i>	<i>Airworthiness review staff</i>	<i>X</i>
<i>M.A.707 (c)</i>	<i>Airworthiness review staff</i>	<i>X</i>
<i>M.A.707 (d)</i>	<i>Airworthiness review staff</i>	<i>X</i>
<i>M.A.707 (e)</i>	<i>Airworthiness review staff</i>	<i>X</i>
<i>AMC M.A.707 (a)</i>	<i>Airworthiness review staff</i>	<i>X</i>
M.A.708	Continuing airworthiness management	O
<i>AMC M.A.708 (c)</i>	<i>Continuing airworthiness management</i>	<i>X</i>
<i>AMC M.A.708 (c) (1)</i>	<i>Continuing airworthiness management - Unscheduled maintenance</i>	<i>X</i>
<i>Appendix XI to AMC M.A.708 (c)</i>	<i>Contracted Maintenance</i>	<i>X</i>
<i>M.A.709</i>	<i>Documentation</i>	<i>X</i>
M.A.710	Airworthiness review	O
<i>AMC M.A.710 (a)</i>	<i>Airworthiness review</i>	<i>X</i>
<i>AMC M.A.710 (b) and (c)</i>	<i>Airworthiness review</i>	<i>X</i>
<i>AMC M.A.710 (e)</i>	<i>Airworthiness review</i>	<i>X</i>
M.A.711	Privileges of the organisation	O
<i>AMC M.A.711 (b)</i>	<i>Privileges of the organisation</i>	<i>X</i>



M.A.712	Quality system	0
<i>AMC M.A.712 (a)</i>	<i>Quality system</i>	<i>X</i>
<i>AMC M.A.712 (b)</i>	<i>Quality System</i>	<i>X</i>
<i>AMC M.A.712 (f)</i>	<i>Quality system</i>	<i>X</i>
<i>M.A.713</i>	<i>Changes to the approved continuing airworthiness organisation</i>	<i>X</i>
<i>AMC M.A.713</i>	<i>Changes to the approved continuing airworthiness organisation</i>	<i>X</i>
<i>M.A.714</i>	<i>Record-keeping</i>	<i>X</i>
<i>AMC M.A.714</i>	<i>Record-keeping</i>	<i>X</i>
M.A.715	Continued validity of approval	0
M.A.716	Findings	0
SUBPART H CERTIFICATE OF RELEASE TO SERVICE – CRS		
M.A.801	Aircraft certificate of release to service	0
<i>Appendix VII to Part M</i>	<i>Complex Maintenance Tasks</i>	<i>X</i>
<i>AMC M.A.801 (b)</i>	<i>Aircraft certificate of release to service</i>	<i>X</i>
<i>AMC M.A.801 (d)</i>	<i>Aircraft certificate of release to service</i>	<i>X</i>
<i>AMC M.A.801 (e)</i>	<i>Aircraft certificate of release to service</i>	<i>X</i>
<i>AMC M.A.801 (f)</i>	<i>Aircraft certificate of release to service</i>	<i>X</i>
M.A.802	Component certificate of release to service	0
<i>AMC M.A.802</i>	<i>Component certificate of release to service</i>	<i>X</i>
M.A.803	Pilot-owner authorisation	0
Appendix VIII to Part M	Limited Pilot Owner Maintenance	0
<i>AMC M.A.803</i>	<i>Pilot-owner authorisation</i>	<i>X</i>



SUBPART I AIRWORTHINESS REVIEW CERTIFICATE		
M.A.901 (a)	Aircraft airworthiness review	0
<i>M.A.901 (b)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>M.A.901 (c)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>M.A.901 (d)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>M.A.901 (e)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>Appendix III to Part M</i>	<i>Airworthiness Review Certificate</i>	<i>X</i>
<i>AMC M.A.901 (a)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>AMC M.A.901 (b)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>AMC M.A.901 (c) 2</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>AMC M.A.901 (d)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
<i>AMC M.A.901 (e)</i>	<i>Aircraft airworthiness review</i>	<i>X</i>
M.A.902 (a)	Validity of the airworthiness review certificate	0
M.A.902 (b)	Validity of the airworthiness review certificate	0
<i>M.A.902 (c)</i>	<i>Validity of the airworthiness review certificate</i>	<i>X</i>
<i>M.A.903</i>	<i>Transfer of aircraft registration within the EU</i>	<i>X</i>
<i>AMC M.A.903 (a)</i>	<i>Transfer of aircraft registration within the EU</i>	<i>X</i>
<i>AMC M.A.903 (b)</i>	<i>Transfer of aircraft registration within the EU</i>	<i>X</i>
<i>M.A.904</i>	<i>Airworthiness review of aircraft imported into the EU</i>	<i>X</i>
<i>AMC M.A.904 (a) -1</i>	<i>Airworthiness review of aircraft imported into the EU</i>	<i>X</i>
<i>AMC M.A.904 (a) -2</i>	<i>Airworthiness review of aircraft imported into the EU</i>	<i>X</i>
<i>AMC M.A.904 (b)</i>	<i>Airworthiness review of aircraft imported into the EU</i>	<i>X</i>
M.A.905	Findings	0



ANNEX II – Part-145		
145.1	General	O
SECTION A		
145.A.10	Scope	O
AMC 145.A.10 1.(a), 3.	Scope	O
<i>GM 145.A.10</i>	<i>Scope</i>	<i>X</i>
<i>145.A.15</i>	<i>Application</i>	<i>X</i>
<i>AMC 145.A.15</i>	<i>Application</i>	<i>X</i>
<i>Appendix III to AMC</i>	<i>EASA Form 2 Part-145 Approval Application</i>	<i>X</i>
<i>145.A.20</i>	<i>Terms of approval</i>	<i>X</i>
<i>Appendix II</i>	<i>Organisations approval class and rating system</i>	<i>X</i>
<i>AMC 145.A.20</i>	<i>Terms of approval</i>	<i>X</i>
<i>145.A.25</i>	<i>Facility requirements</i>	<i>x</i>
<i>AMC 145.A.25 (a)</i>	<i>Facility requirements</i>	<i>X</i>
<i>AMC 145.A.25 (b)</i>	<i>Facility requirements</i>	<i>X</i>
<i>AMC 145.A.25(d)</i>	<i>Facility requirements</i>	<i>X</i>
145.A.30	Personnel requirements	O
<i>Appendix IV</i>	<i>Conditions for the use of staff not qualified to Part-66 i.a.w. 145A.30(J)1 and 2</i>	<i>X</i>
AMC 145.A.30(a)	Personnel requirements	O
<i>AMC 145.A.30(b)</i>	<i>Personnel requirements</i>	<i>X</i>



AMC 145.A.30 (c)	Personnel requirements	X
AMC 145.A.30 (d)	Personnel requirements	X
AMC 145.A.30 (e)	Personnel requirements	X
AMC 145.A.30 (f)	Personnel requirements	O
AMC 145.A.30 (g)	Personnel requirements	X
AMC 145.A.30 (h)(1)	Personnel requirements	X
AMC 145.A.30 (j)(4)	Personnel requirements	X
AMC 145.A.30 (j)(5)	Personnel requirements	X
AMC 145.A.30 (j)(5)(i)	Personnel requirements	X
AMC 145.A.30 (j)(5)(ii)	Personnel requirements	X
Appendix I to AMC	EASA Form 4	X
Appendix IV to AMC	Fuel Tank Safety training	x
GM 145.A.30 (e)	Personnel requirements - Training syllabus for initial human factors training	X
GM 145.A.30 (j)(4)	Personnel requirements (Flight crew)	X
145.A.35 (a)	Certifying staff and category B1 and B2 support staff	O
145.A.35 (b)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (c)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (d)	Certifying staff and category B1 and B2 support staff	O
145.A.35 (e)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (f)	Certifying staff and category B1 and B2 support staff	O
145.A.35 (g)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (h)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (i)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (j)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (k)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (l)	Certifying staff and category B1 and B2 support staff	X
145.A.35 (m)	Certifying staff and category B1 and B2 support staff	X
AMC 145.A.35 (a)	Certifying staff and category B1 and B2 support staff	X
AMC 145.A.35 (b)	Certifying staff and category B1 and B2 support staff	X
AMC 145.A.35 (d)	Certifying staff and category B1 and B2 support staff	X
AMC 145.A.35 (e)	Certifying staff and category B1 and B2 support staff	X
AMC 145.A.35 (f)	Certifying staff and category B1 and B2 support staff	X
AMC 145.A.35 (j)	Certifying staff and category B1 and B2 support staff	X
145.A.40	Equipment, tools and material	X



AMC 145.A.40 (a)	Equipment, tools and material	X
AMC 145.A.40 (b)	Equipment, tools and material	X
145.A.42	Acceptance of components	X
AMC 145.A.42 (a)	Acceptance of components	X
AMC 145.A.42 (b)	Acceptance of components	X
AMC 145.A.42 (c)	Acceptance of components	X
AMC 145.A.42 (d)	Acceptance of components	X
145.A.45	Maintenance data	X
AMC 145.A.45 (b)	Maintenance data	X
AMC 145.A.45 (c)	Maintenance data	X
AMC 145.A.45 (d)	Maintenance data	X
AMC 145.A.45 (f)	Maintenance data	X
AMC 145.A.45 (g)	Maintenance data	X
145.A.47 (a)	Production planning	O
145.A.47 (b)	Production planning	X
145.A.47 (c)	Production planning	X
AMC 145.A.47 (a)	Production planning	X
AMC 145.A.47 (b)	Production planning	X
AMC 145.A.47 (c)	Production planning	X
145.A.50	Certification of maintenance	O
Appendix I	Use of the EASA Form 1 for maintenance	X
AMC 145.A.50 (a)	Certification of maintenance	X
AMC 145.A.50 (b)	Certification of maintenance	X
AMC 145.A.50 (d)	Certification of maintenance	X
AMC 145.A.50 (e)	Certification of maintenance	X
AMC 145.A.50 (f)	Certification of maintenance	X
145.A.55	Maintenance records	X



AMC 145.A.55 (c)	Maintenance records	X
GM 145.A.55 (a)	Maintenance records	X
145.A.60	Occurrence reporting	O
AMC 145.A.60 (b)	Occurrence reporting	X
GM 145.A.60 (a)	Occurrence reporting	X
GM 145.A.60 (c)	Occurrence reporting	X
145.A.65	Safety and quality policy, maintenance procedures and quality system	O
AMC 145.A.65 (a)	Safety and quality policy, maintenance procedures and quality system	O
AMC 145.A.65 (b)	Safety and quality policy, maintenance procedures and quality system	O
AMC 145.A.65 (b)(2)	Safety and quality policy, maintenance procedures and quality system	O
AMC 145.A.65 (b)(3)	Safety and quality policy, maintenance procedures and quality system	O
AMC 145.A.65 (c)(1)	Safety and quality policy, maintenance procedures and quality system.	X
AMC 145.A.65 (c)(2)	Safety and quality policy, maintenance procedures and quality system	X
GM 145.A.65 (c)(1)	Safety and quality policy, maintenance procedures and quality system	X
145.A.70	Maintenance organisation exposition	O
AMC 145.A.70 (a)	Maintenance organisation exposition	X
GM 145.A.70 (a)	Maintenance organisation exposition	X
145.A.75	Privileges of the organisation	O
AMC 145.A.75 (b) 1,3	Privileges of the organisation	O
145.A.80	Limitations on the organisation	O
AMC 145.A.80	Limitations on the organisation	X
145.A.85	Changes to the organisation	X
AMC 145.A.85	Changes to the organisation	X



145.A.90 (a)	Continued validity	O
<i>145.A.90 (b)</i>	<i>Continued validity</i>	X
145.A.95	Findings	O
ANNEX III – Part-66		
66.1		O
SECTION A TECHNICAL REQUIREMENTS		
SUBPART A AIRCRAFT MAINTENANCE LICENCE AEROPLANES AND HELICOPTERS		
66.A.1	Scope	O
66.A.10	Application	O
<i>Appendix V</i>	<i>Application form and example of licence format</i>	X
AMC 66.A.10	Application	O
66.A.15	Eligibility	O
66.A.20	Privileges	O
AMC 66.A.20 (a)	Privileges	O
<i>AMC 66.A.20 (b)2</i>	<i>Privileges</i>	X
GM 66.A.20 (a) (No1.)	Privileges	O
GM 66.A.20 (a) (No.2)	Privileges	O
GM 66.A.20 (b)3	Privileges	O
66.A.25	Basic knowledge requirements	O
<i>Appendix I</i>	<i>Basic knowledge requirements</i>	X



AMC 66.A.25	<i>Basic knowledge requirements</i>	X
GM 66.A.25 (a)	Basic knowledge requirements	X
66.A.30 (a)	Experience requirements	O
66.A.30 (b)	<i>Experience requirements</i>	X
66.A.30 (c)	<i>Experience requirements</i>	X
66.A.30 (d)	<i>Experience requirements</i>	X
66.A.30 (e)	<i>Experience requirements</i>	X
Appendix IV	<i>Experience requirements for extending a Part-66 aircraft maintenance licence</i>	X
AMC 66.A.30 (a)	<i>Experience requirements</i>	X
AMC 66.A.30 (d)	<i>Experience requirements</i>	X
AMC 66.A.30 (e)	Experience requirements	X
GM 66.A.30 (a)	<i>Experience requirements</i>	X
66.A.40	Continued validity of the aircraft maintenance licence	O
GM 66.A.40	<i>Continued validity of the aircraft maintenance licence</i>	X
66.A.45	Type/task training and ratings	O
Appendix III	<i>Type training and examination standard</i>	X
AMC 66.A.45 (a)	<i>Type/task training and ratings</i>	X
AMC 66.A.45 (d)	<i>Type/task training and ratings</i>	X
AMC 66.A.45 (e)	Type/task training and ratings	O
AMC 66.A.45 (g)	Type/task training and ratings	X
AMC 66.A.45 (h)	Type/task training and ratings	X
Appendix II to AMC	<i>Aircraft type practical experience – List of tasks</i>	X
GM 66.A.45 (d)	<i>Type/task training and ratings</i>	X
GM 66.A.45 (d) and (e)	<i>Type/task training and ratings</i>	X
GM 66.A.45 (f)	<i>Type/task training and ratings</i>	X



66.A.55	Evidence of qualification	O
66.A.70	Conversion provisions	O
<i>AMC 66.A.70</i>	<i>Conversion provisions</i>	<i>X</i>
<i>GM 66.A.70</i>	<i>Conversion provisions</i>	<i>X</i>
SUBPART B AIRCRAFT OTHER THAN AEROPLANES AND HELICOPTERS		
66.A.100	General	O
SUBPART C COMPONENTS		
66.A.200	General	O
Annex IV Part 147		
147.1		O
SECTION A TECHNICAL REQUIREMENTS		
SUBPART A GENERAL		
147.A.05	Scope	O
147.A.10	General	O
<i>GM 147.A.10</i>	<i>General</i>	<i>X</i>
<i>147.A.15</i>	<i>Application</i>	<i>X</i>



Appendix IV to AMC	EASA Form 12 – Application for Part-147 initial / change of approval	X
SUBPART B ORGANISATIONAL REQUIREMENTS		
147.A.100 (a)	Facility requirements	F
147.A.100 (b)	Facility requirements	F
147.A.100 (c)	Facility requirements	X
147.A.100 (d)	Facility requirements	F
147.A.100 (e)	Facility requirements	F
147.A.100 (f)	Facility requirements	F
147.A.100 (g)	Facility requirements	X
147.A.100 (h)	Facility requirements	F
147.A.100 (i)	Facility requirements	X
AMC 147.A.100 (i)	Facility requirements	X
GM 147.A.100 (i)	Facility requirements	X
147.A.105	Personnel requirements	O
AMC 147.A.105	Personnel requirements	X
AMC 147.A.105 (b) and (g)	Personnel requirements	X
AMC 147.A.105 (f)	Personnel requirements	X
AMC 147.A.105 (h)	Personnel requirements	X
GM 147.A.105 (c)	Personnel requirements	X
GM 147.A.105 (f)	Personnel requirements	X
GM 147.A.105 (g)	Personnel requirements	X
GM 147.A.105 (h)	Personnel requirements	X
Appendix II to AMC	EASA Form 4	X
147.A.110	Records of instructors, examiners and assessors	X
AMC 147.A.110	Records of instructors, examiners and assessors	X
GM 147.A.110	Records of instructors, examiners and assessors	X



147.A.115	<i>Instructional equipment</i>	O
AMC 147.A.115 (c)	<i>Instructional equipment</i>	X
GM 147.A.115 (a)	<i>Instructional equipment</i>	X
147.A.120	Maintenance training material	O
AMC 147.A.120 (a)	<i>Maintenance training material</i>	X
147.A.125	Records	O
147.A.130	Training procedures and quality system	O
AMC 147.A.130 (b)	<i>Training procedures and quality system</i>	X
GM 147.A.130 (b)	<i>Training procedures and quality system</i>	X
147.A.135	<i>Examinations</i>	X
AMC 147.A.135	<i>Examinations</i>	X
GM 147.A.135	<i>Examinations</i>	X
147.A.140	Maintenance training organisation exposition	O
AMC 147.A.140	<i>Maintenance training organisation exposition</i>	X
Appendix I to AMC	<i>Maintenance training organisation exposition (MTOE)</i>	X
147.A.145 (a)	Privileges of the maintenance training organisation	O
147.A.145 (b)	Privileges of the maintenance training organisation	O
147.A.145 (c)	Privileges of the maintenance training organisation	O
147.A.145 (d)	Privileges of the maintenance training organisation	O
147.A.145 (e)	<i>Privileges of the maintenance training organisation</i>	X
AMC 147.A.145 (d)	<i>Privileges of the maintenance training organisation</i>	X
GM 147.A.145 (d)	<i>Privileges of the maintenance training organisation</i>	X



Appendix III	Example of training certificate	X
147.A.150 (a)	<i>Changes to the maintenance training organisation</i>	X
147.A.150 (b)	<i>Changes to the maintenance training organisation</i>	X
147.A.150 (c)	<i>Changes to the maintenance training organisation</i>	X
147.A.155	Continued validity	O
147.A.160	Findings	O
SUBPART C THE APPROVED BASIC TRAINING COURSE		
147.A.200	<i>The approved basic training course</i>	X
AMC 147.A.200	<i>The approved basic training course</i>	X
AMC 147.A.200 (b)	<i>The approved basic training course</i>	X
AMC 147.A.200 (d)	<i>The approved basic training course</i>	X
AMC 147.A.200 (g)	<i>The approved basic training course</i>	X
Appendix I	<i>Basic training course duration</i>	X
147.A.205	<i>Basic knowledge examinations</i>	X
AMC 147.A.205	<i>Basic knowledge examinations</i>	X
147.A.210	<i>Basic practical assessment</i>	X
AMC 147.A.210 (a)	<i>Basic practical assessment</i>	X
AMC 147.A.210 (b)	<i>Basic practical assessment</i>	X
SUBPART D AIRCRAFT TYPE/TASK TRAINING		
147.A.300	<i>Aircraft type/task training</i>	X
AMC 147.A.300	<i>Aircraft type/task training</i>	X
147.A.305	<i>Aircraft type examinations and task assessments</i>	X



SECTION B PROCEDURE FOR COMPETENT AUTHORITIES		
Annex I		
SUBPART A GENERAL		
M.B.101	Scope	O
<i>M.B.102</i>	<i>Competent authority</i>	<i>X</i>
<i>AMC M.B.102 (a)</i>	<i>Competent authority - General</i>	<i>X</i>
<i>AMC M.B.102 (c)</i>	<i>Competent authority - Qualification and training</i>	<i>X</i>
<i>AMC M.B.102 (d)</i>	<i>Competent authority organisation - Procedures</i>	<i>X</i>
M.B.103	Acceptable means of compliance	O
<i>M.B.104</i>	<i>Record-keeping</i>	<i>X</i>
<i>AMC M.B.104 (a)</i>	<i>Record-keeping</i>	<i>X</i>
<i>AMC M.B.104 (f)</i>	<i>Record-keeping</i>	<i>X</i>
<i>M.B.105</i>	<i>Mutual exchange of information</i>	<i>X</i>
<i>AMC M.B.105 (a)</i>	<i>Mutual exchange of information</i>	<i>X</i>
SUBPART B ACCOUNTABILITY		
<i>M.B.201</i>	<i>Responsibilities</i>	<i>X</i>
SUBPART C CONTINUING AIRWORTHINESS		
M.B.301	Maintenance programme	O
<i>AMC M.B.301</i>	<i>Maintenance programme</i>	<i>X</i>



<i>M.B.302</i>	<i>Exemptions</i>	<i>X</i>
M.B.303	Aircraft continuing airworthiness monitoring	O
<i>AMC M.B.303 (b)</i>	<i>Aircraft continuing airworthiness monitoring</i>	<i>X</i>
<i>AMC M.B.303 (c)</i>	<i>Aircraft continuing airworthiness monitoring</i>	<i>X</i>
<i>AMC M.B.303 (d)</i>	<i>Aircraft continuing airworthiness monitoring</i>	<i>X</i>
<i>Appendix III to AMC M.B.303 (d)</i>	<i>Aircraft Continued Airworthiness Monitoring</i>	<i>X</i>
<i>M.B.304 (a)</i>	<i>Revocation, suspension and limitation</i>	<i>X</i>
<i>M.B.304 (b)</i>	<i>Revocation, suspension and limitation</i>	<i>X</i>
SUBPART D MAINTENANCE STANDARDS		
SUBPART E COMPONENTS		
SUBPART F MAINTENANCE ORGANISATION		
<i>M.B.601</i>	<i>Application</i>	<i>X</i>
<i>M.B.602</i>	<i>Initial Approval</i>	<i>X</i>
<i>AMC M.B.602</i>	<i>Initial approval</i>	<i>X</i>
M.B.603 (a)	Issue of approval	O
<i>AMC M.B.603 (a)</i>	<i>Issue of approval</i>	<i>X</i>
<i>AMC M.B.603 (c)</i>	<i>Issue of approval</i>	<i>X</i>
<i>M.B.604</i>	<i>Continuing oversight</i>	<i>X</i>
<i>AMC M.B.604 (b)</i>	<i>Continuing oversight</i>	<i>X</i>
<i>M.B.605</i>	<i>Findings</i>	<i>X</i>
<i>AMC M.B.605 (b) 1</i>	<i>Findings</i>	<i>X</i>
<i>M.B.606</i>	<i>Changes</i>	<i>X</i>



AMC M.B.606	Changes	X
M.B.607	Revocation, suspension and limitation of an approval	X
SUBPART G Continuing Airworthiness Management Organisation		
M.B.701	Application	X
AMC M.B.701 (a)	Application	X
M.B.702	Initial approval	X
AMC M.B.702	Initial approval	X
Appendix VII to AMC M.B.702 (f)	EASA Form 13	X
M.B.703	Issue of approval	O
AMC M.B.703 (a)	Issue of approval	X
AMC M.B.703 (c)	Issue of approval	X
AMC M.B.703 (d)	Issue of Approval	X
M.B.704	Continuing oversight	X
AMC M.B.704 (b)	Continuing oversight	X
M.B.705	Findings	X
AMC M.B.705 (b) 1	Findings	X
M.B.706	Changes	X
AMC M.B.706	Changes	X
M.B.707	Revocation, suspension and limitation of an approval	X
SUBPART H CERTIFICATE OF RELEASE TO SERVICE – CRS		



SUBPART I AIRWORTHINESS REVIEW CERTIFICATE		
M.B.901	Assessment of recommendations	O
<i>AMC M.B.901</i>	<i>Assessment of recommendations</i>	<i>X</i>
M.B.902 (a)	Airworthiness review by the competent authority	O
<i>M.B.902 (b)</i>	<i>Airworthiness review by the competent authority</i>	<i>X</i>
<i>M.B.902 (c)</i>	<i>Airworthiness review by the competent authority</i>	<i>X</i>
<i>M.B.902 (d)</i>	<i>Airworthiness review by the competent authority</i>	<i>X</i>
<i>AMC M.B.902 (b)</i>	<i>Airworthiness review by the competent authority</i>	<i>X</i>
<i>AMC M.B.902 (c)</i>	<i>Airworthiness review by the competent authority</i>	<i>X</i>
<i>M.B.903</i>	<i>Findings</i>	<i>X</i>
Annex II Part 145		
145.B.01	Scope	O
<i>145.B.10</i>	<i>Competent authority</i>	<i>X</i>
<i>AMC 145.B.10 (1)</i>	<i>Competent authority - General</i>	<i>X</i>
<i>AMC 145.B.10 (3)</i>	<i>Competent authority - Qualification and training</i>	<i>X</i>
<i>AMC 145.B.10 (4)</i>	<i>Competent authority - Procedures</i>	<i>X</i>
145.B.15	Organisations located in several Member States	O
145.B.17	Acceptable means of compliance	O



145.B.20	Initial approval	X
AMC 145.B.20	Initial approval	X
Appendix II to AMC	Part-145 Approval Recommendation Report EASA Form 6	X
145.B.25	Issue of approval	O
Appendix III	Approval certificate (EASA Form 3)	X
AMC 145.B.25 (1)	Issue of approval	O
AMC 145.B.25 (2)	Issue of approval	X
AMC 145.B.25 (3)	Issue of approval	X
145.B.30	Continuation of an approval	X
AMC 145.B.30 (1)	Continuation of an approval	X
AMC 145.B.30 (2)	Continuation of an approval	X
145.B.35	Changes	X
AMC 145.B.35	Changes	X
AMC 145.B.35 (1)	Changes	X
145.B.40	Maintenance organisation exposition (MOE) amendements	X
AMC 145.B.40	MOE amendements	X
145.B.45	Revocation, suspension and limitation of approval	X
145.B.50	Findings	X
AMC 145.B.50 (a)	Findings	X
AMC 145.B.50 (b)	Findings	X
145.B.55	Record-keeping	X
AMC 145.B.55	Record-keeping	X



145.B.60	Exemptions	X
Annex III Part 66		
66.B.05	Scope	X
66.B.10	Competent Authority	X
66.B.15	Acceptable means of compliance	O
66.B.20	Record-keeping	X
66.B.25	Mutual exchange of information	O
66.B.30	Exemptions	X
SUBPART B ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE		
66.B.100	Procedure for the issue of an aircraft maintenance licence by the competent authority	X
Appendix V	Application form and example of licence format	X
AMC 66.B.100	Procedure for the issue of an aircraft maintenance licence by the competent authority	X
AMC 66.B.100 to 115	Use of standard codes for aircraft type endorsement	X
Appendix I to AMC	Aircraft type ratings for Part-66 aircraft maintenance licence	X
66.B.105	Procedure for the issue of an aircraft maintenance licence via the Part-145 AMO	O
AMC 66.B.105	Procedure for the issue of an aircraft maintenance licence via the Part-145 AMO	X
66.B.110 (a)	Procedure for the amendment of an AML to include an additional basic category / subcategory	X



66.B.110 (b)	<i>Procedure for the amendment of an AML to include an additional basic category / subcategory</i>	X
66.B.110 (c)	<i>Procedure for the amendment of an AML to include an additional basic category / subcategory</i>	X
66.B.110 (d)	<i>Procedure for the amendment of an AML to include an additional basic category / subcategory</i>	X
AMC 66.B.110 to 115	Procedure for the amendment of an AML to include an additional basic category / subcategory	O
66.B.115	<i>Procedure for the amendment of an AML to include an aircraft type or group</i>	X
AMC 66.B.115	<i>Procedure for the amendment of an AML to include an aircraft type or group</i>	X
GM 66.B.115 (b)	<i>Procedure for the amendment of an AML to include an aircraft type or group</i>	X
66.B.120	<i>Procedure for the renewal of an aircraft maintenance licence validity</i>	X
AMC 66.B.120	<i>Procedure for the renewal of an aircraft maintenance licence validity</i>	X
SUBPART C EXAMINATIONS		
66.B.200	<i>Examination by the competent authority</i>	x
Appendix II	<i>Basic examination standard</i>	X
Appendix III	<i>Type training and examination standard</i>	X
GM 66.B.200	<i>Examination by the competent authority</i>	X
SUBPART D CONVERSION OF NATIONAL QUALIFICATIONS		
66.B.300	General	O
66.B.305	<i>Conversion report for national qualifications</i>	X
AMC 66.B.305	<i>Conversion report for national qualifications</i>	X



66.B.310	Conversion report for approved maintenance organisations authorisations	X
AMC 66.B.310	Conversion report for approved maintenance organisations authorisations	X
SUBPART E EXAMINATION CREDITS		
66.B.400	General	O
66.B.405	Examination credit report	X
SUBPART F REVOCATION, SUSPENSION OR LIMITATION OF THE AML		
66.B.500	Revocation, suspension or limitation of the aircraft maintenance licence	O
Annex IV Part 147		
SUBPART A GENERAL		
147.B.05	Scope	O
147.B.10	Competent Authority	X
AMC 147.B.10 (a)	Competent Authority	X
AMC 147.B.10 (b)	Competent Authority	X
AMC 147.B.10 (c)	Competent Authority	X
147.B.15	Acceptable means of compliance	O
147.B.20	Record-keeping	X
AMC 147.B.20	Record-keeping	X
147.B.25	Exemptions	X
SUBPART B ISSUE OF AN APPROVAL		



147.B.100	General	O
GM 147.B.100 (a)	<i>General</i>	X
147.B.105	<i>Application for an approval or variation</i>	X
Appendix IV to AMC	<i>EASA Form 12 – Application for Part-147 initial / change of approval</i>	X
147.B.110	<i>Approval procedure</i>	X
AMC 147.B.110 (a)	<i>Approval procedure</i>	X
AMC 147.B.110 (b)	<i>Approval procedure</i>	X
GM 147.B.110	<i>Approval procedure</i>	X
Appendix III to AMC	<i>EASA Form 22 – Part-147 Approval recommendation report</i>	X
147.B.115	<i>Variation procedure</i>	X
GM 147.B.115	<i>Variation procedure</i>	X
147.B.120	Continued validity procedure	O
147.B.125	Maintenance training organisation approval certificate	O
Appendix II	<i>Approval certificate</i>	X
147.B.130	Findings	O
AMC 147.B.130 (b)	<i>Findings</i>	X
SUBPART C REVOCATION, SUSPENSION AND LIMITATION OF THE MTO APPROVAL		
147.B.200	<i>Revocation, suspension and limitation of the MTO approval</i>	X



COMMISSION REGULATION (EC) No. 2042/2003

ANNEX I – Part-M



M.1	Competent Authority	<p>For the purpose of this Part, the competent authority shall be:</p> <ol style="list-style-type: none">1. For the oversight of the continuing airworthiness of individual aircraft and the issue of airworthiness review certificates the authority designated by the Member State of registry.2. for the oversight of a maintenance organisation as specified in M.A. Subpart F.<ol style="list-style-type: none">(i) The authority designated by the Member State where that organisation's principle place of business is located.(ii) The Agency if the organisation is located in a third country.3. for the oversight of a continuing airworthiness management organisation as specified in M.A. Subpart G.<ol style="list-style-type: none">(i) The authority designated by the Member State where that organisation's principle place of business is located if the approval is not included in an air operator's certificate.(ii) The authority designated by the Member State of the operator if the approval is included in an air operator's certificate.(iii) The Agency if the organisation is located in a third country.4. for the approval of maintenance programmes.<ol style="list-style-type: none">(i) The authority designated by the Member State of registry.(ii) In the case of commercial air transport, when the Member State of the operator is different from the State of registry, the authority agreed by the above two States prior to the approval of the maintenance programme.	<i>Overview</i>
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		<p>(iii) By derogation from paragraph 4(i), when the continuing airworthiness of an aircraft not used in commercial air transport is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) not subject to the oversight of the Member State of registry, and only if agreed with the Member State of registry prior to the approval of the maintenance programme:</p> <p>(a) The authority designated by the Member State responsible for the oversight of the continuing airworthiness management organisation.</p> <p style="text-align: center;">or</p> <p>(b) The Agency if the continuing airworthiness management organisation is located in a third country.</p>	
GENERAL			
M.A.101	Scope	This Section establishes the measures to be taken to ensure that airworthiness is maintained, including maintenance. It also specifies the conditions to be met by the persons or organisations involved in such continuing airworthiness management.	<i>Overview</i>
ACCOUNTABILITY			
M.A.201	Responsibilities	<p>(a) The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:</p> <p style="padding-left: 40px;">1. The aircraft is maintained in an airworthy condition.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">2. Any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable.</p> <p style="text-align: center;">and</p>	<i>Overview</i>



		<p>3. The airworthiness certificate remains valid.</p> <p style="text-align: center;">and</p> <p>4. The maintenance of the aircraft is performed in accordance with the approved maintenance programme as specified in M.A.302.</p> <p>(b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:</p> <p style="padding-left: 40px;">1. The lessee is stipulated on the registration document.</p> <p style="text-align: center;">or</p> <p style="padding-left: 40px;">2. Detailed in the leasing contract. When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.</p> <p>(c) Any person or organisation performing maintenance shall be responsible for the tasks performed.</p> <p>(d) The pilot-in-command 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 maintenance organisation or by Part-66 certifying staff.</p> <p>(e) In order to satisfy the responsibilities of paragraph (a),</p> <p style="padding-left: 40px;">(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.</p>	
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		<p>(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), for the development of the maintenance programme and its approval in accordance with point M.A.302. In that case, the limited contract transfers the responsibility for the development and approval of the maintenance programme to the contracted continuing airworthiness management organisation.</p> <p>f) In the case of large aircraft, in order to satisfy the responsibilities of paragraph (a) the owner of an aircraft shall ensure that the tasks associated with continuing airworthiness are performed by an approved continuing airworthiness management organisation. A written contract shall be made in accordance with Appendix I. In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.</p> <p>(g) Maintenance of large aircraft, aircraft used for commercial air transport and components thereof shall be carried out by a Part-145 approved maintenance organisation.</p> <p>(h) In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:</p> <ol style="list-style-type: none">1. Be approved, as part of the air operator certificate issued by the competent authority, pursuant to M.A. Subpart G for the aircraft it operates. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. Be approved in accordance with Part-145 or contract such an organisation. <p style="text-align: center;">and</p>	
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		<p>3. Ensure that paragraph (a) is satisfied.</p> <p>(i) When an operator is requested by a Member State to hold a certificate for commercial operations, other than for commercial air transport, it shall:</p> <ol style="list-style-type: none"> 1. Be appropriately approved, pursuant to M.A. Subpart G, for the management of the continuing airworthiness of the aircraft it operates or contract such an organisation. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. Be appropriately approved in accordance with M.A. Subpart F or Part-145, or contract such organisations. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 3. Ensure that paragraph (a) is satisfied. <p>(j) The owner/operator is responsible for granting the competent authority access to the organisation/aircraft to determine continued compliance with this Part.</p>	
<p>Appendix I</p>	<p>Continuing Airworthiness Arrangement</p>	<ol style="list-style-type: none"> 1. When an owner contracts an M.A. Subpart G approved continuing airworthiness organisation in accordance with M.A.201 to carry out continuing airworthiness management tasks, upon request by the competent authority a copy of the arrangement shall be sent by the owner to the competent authority of the Member State of registry once it has been signed by both parties. 2. The arrangement shall be developed taking into account the requirements of Part M and shall define the obligations of the signatories in relation to continuing airworthiness of the aircraft. 3. It shall contain as a minimum the: <ul style="list-style-type: none"> • aircraft registration, • aircraft type, 	<p><i>Overview</i></p>



		<ul style="list-style-type: none">• aircraft serial number,• aircraft owner or registered lessee's name or company details including the address, <p>M.A. Subpart G approved continuing airworthiness organisation details including the address.</p> <p>4. It shall state the following: 'The owner entrusts to the approved organisation the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the airworthiness authorities of the Member State where the aircraft is registered, and the organisation of the maintenance of the aircraft according to said maintenance programme in an approved organisation.</p> <p>According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement.</p> <p>The owner certifies, to the best of their belief that all the information given to the approved organisation 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 approved organisation.</p> <p>In case of any non-conformity with this arrangement, by either of the signatories, it will become null. In such a case, the owner 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 two full weeks.'</p> <p>5. When an owner contracts an M.A. Subpart G approved continuing airworthiness organisation in accordance with M.A.201 the obligations of each party shall be shared as follows:</p> <p>5.1. Obligations of the approved organisation:</p> <ol style="list-style-type: none">1. have the aircraft's type in the scope of its approval;	
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		<p>2. respect the conditions to maintain the continuing airworthiness of the aircraft listed below:</p> <ul style="list-style-type: none">• Develop a maintenance programme for the aircraft, including any reliability programme developed.• Organise the approval of the aircraft's maintenance programme.• Once it has been approved, give a copy of the aircraft's maintenance programme to the owner.• Organise a bridging inspection with the aircraft's prior maintenance programme.• Organise for all maintenance to be carried out by an approved maintenance organisation.• Organise for all applicable airworthiness directives to be applied.• Organise for all defects discovered during scheduled maintenance or reported by the owner to be corrected by an approved maintenance organisation.• Coordinate scheduled maintenance, the application of airworthiness directives, the replacement of life limited parts, and component inspection requirements.• Inform the owner each time the aircraft shall be brought to an approved maintenance organisation.• Manage all technical records.• Archive all technical records. <p>3. Organise the approval of all and any modification to the aircraft according to Part-21 before it is embodied.</p> <p>4. Organise the approval of all and any repair to the aircraft according to Part-21 before it is carried out.</p> <p>5. Inform the airworthiness Member State of registry whenever the aircraft is not presented to the approved maintenance organisation by the owner as requested by the approved organisation.</p>	
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		<p>6. Inform the airworthiness authorities of the Member State of registry whenever the present arrangement has not been respected.</p> <p>7. Carry out the airworthiness review of the aircraft when necessary and fill the airworthiness review certificate or the recommendation to the Member State of registry.</p> <p>8. Carry out all occurrence reporting mandated by applicable regulations.</p> <p>9. Inform the authorities of the Member State of registry whenever the present arrangement is denounced by either party.</p> <p>5.2. Obligations of the owner:</p> <p>1. Have a general understanding of the approved maintenance programme.</p> <p>2. Have a general understanding of Part-M.</p> <p>3. Present the aircraft to the approved maintenance organisation agreed with the approved organisation at the due time designated by the approved organisation's request.</p> <p>4. Not modify the aircraft without first consulting the approved organisation.</p> <p>5. Inform the approved organisation of all maintenance exceptionally carried out without the knowledge and control of the approved organisation.</p> <p>6. Report to the approved organisation through the logbook all defects found during operations.</p> <p>7. Inform the authorities of the Member State of registry whenever the present arrangement is denounced by either party.</p>	
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		<p>8. Inform the authorities of the Member State of registry and the approved organisation whenever the aircraft is sold.</p> <p>9. Carry out all occurrence reporting mandated by applicable regulations.</p>	
M.A.202	Occurrence Reporting	<p>(a) Any person or organisation responsible under M.A.201 shall report to the State of registry, the organisation responsible for the type design or supplemental type design and, if applicable, the Member State of operator, any identified condition of an aircraft or component that hazards seriously the flight safety.</p> <p>(b) Reports shall be made in a manner established by the Agency and contain all pertinent information about the condition known to the person or organisation.</p> <p>(c) Where the person or organisation maintaining the aircraft is contracted by an owner or an operator to carry out maintenance, the person or the organisation maintaining the aircraft shall also report to the owner, the operator or the continuing airworthiness management organisation any such condition affecting the owner's or the operator's aircraft or component.</p> <p>(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.</p>	<i>Overview</i>
M.A.301	Continuing airworthiness tasks	<p>The aircraft continuing airworthiness and the serviceability of both operational and emergency equipment shall be ensured by:</p> <ol style="list-style-type: none"> 1. the accomplishment of pre-flight inspections. 2. the rectification to an officially recognised standard of any defect and damage affecting safe operation taking into account, for all large aircraft or aircraft used for commercial air transport, the minimum equipment list and configuration deviation list if applicable to the aircraft type. 	<i>Overview</i>



		<p>3. The accomplishment of all maintenance, in accordance with the M.A.302 approved aircraft maintenance programme.</p> <p>4. For all large aircraft or aircraft used for commercial air transport the analysis of the effectiveness of the M.A.302 approved maintenance programme.</p> <p>5. the accomplishment of any applicable:</p> <ul style="list-style-type: none"> (i) Airworthiness directive. (ii) Operational directive with a continuing airworthiness impact. (iii) Continued airworthiness requirement established by the Agency. (iv) Measures mandated by the competent authority in immediate reaction to a safety problem. <p>6. the accomplishment of modifications and repairs in accordance with M.A.304;</p> <p>7. for non-mandatory modifications and/or inspections, for all large aircraft or aircraft used for commercial air transport the establishment of an embodiment policy;</p> <p>8. Maintenance check flights when necessary.</p>	
<p>AMC M.A.301 -1-</p>	<p>Continuing airworthiness tasks</p>	<p>1. With regard to the pre-flight inspection it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:</p> <ul style="list-style-type: none"> (a) A walk-around type inspection of the aircraft and its emergency equipment for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required equipment including emergency 	<p><i>Overview</i></p>



		<p>equipment should be established.</p> <p>(b) An inspection of the aircraft continuing airworthiness record system or the operators technical log as applicable to ensure that the intended flight is not adversely affected by any outstanding deferred defects and that no required maintenance action shown in the maintenance statement is overdue or will become due during the flight.</p> <p>(c) A control that consumable fluids, gases etc. uplifted prior to flight are of the correct specification, free from contamination, and correctly recorded.</p> <p>(d) a control that all doors are securely fastened.</p> <p>(e) a control that control surface and landing gear locks, pitot/static covers, restraint devices and engine/aperture blanks have been removed.</p> <p>(f) A control that all the aircraft's external surfaces and engines are free from ice, snow, sand, dust etc.</p> <p>2. Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. The related pre-flight inspection instructions should address the procedures to determine where the necessary uplift or inflation results from an abnormal consumption and possibly requires additional maintenance action by the approved maintenance organisation or certifying staff as appropriate.</p> <p>3. In the case of commercial air transport, an operator should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, as appropriate, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to the quality system of M.A.712. It should be demonstrated to the competent authority that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. The training standard for personnel performing the pre-flight inspection should be described in the operator's continuing</p>	
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		airworthiness management exposition.	
M.A.302	Maintenance programme	<p>(a) Maintenance of each aircraft shall be organised in accordance with an aircraft maintenance programme.</p> <p>(b) The aircraft maintenance programme and any subsequent amendments shall be approved by the competent authority.</p> <p>(c) 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.</p> <p style="padding-left: 40px;">(i) In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the competent authority responsible for that continuing airworthiness management organisation.</p> <p style="padding-left: 40px;">(ii) The continuing airworthiness management 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, paragraph 4(ii) or 4(iii), as applicable, transferring the responsibility for the approval of the aircraft maintenance programme to the competent authority responsible for the continuing airworthiness management organisation.</p> <p>(d) The aircraft maintenance programme must establish compliance with:</p> <p style="padding-left: 40px;">(i) instructions issued by the competent authority;</p> <p style="padding-left: 40px;">(ii) instructions for continuing airworthiness 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</p>	<i>Overview</i>



		<p>under Regulation (EC) No 1702/2003 and its Annex (Part-21);</p> <p>(iii) additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302, except for intervals of safety related tasks referred in paragraph (e), which may be escalated, subject to sufficient reviews carried out in accordance with paragraph (g) and only when subject to direct approval in accordance with point M.A.302(b).</p> <p>(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 the specificity of operations.</p> <p>(f) For large aircraft, when the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.</p> <p>(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 Annex (Part-21) to Regulation (EC) No 1702/2003.</p>	
<p>AMC M.A.302 (f)</p>	<p>Aircraft Maintenance Programme – reliability programmes.</p>	<p>1. Reliability programmes should be developed for aircraft maintenance programmes based upon maintenance steering group (MSG) logic or those that include condition monitored components or that do not contain overhaul time periods for all significant system components.</p>	<p><i>Overview</i></p>



		<p>2. Reliability programmes need not be developed for aircraft not considered as large aircraft or that contain overhaul time periods for all significant aircraft system components.</p> <p>3. The purpose of a reliability programme is to ensure that the aircraft maintenance programme tasks are effective and their periodicity is adequate.</p> <p>4. The reliability programme may result in the escalation or deletion of a maintenance task, as well as the de-escalation or addition of a maintenance task.</p> <p>5. A reliability programme provides an appropriate means of monitoring the effectiveness of the maintenance programme.</p>	
M.A.303	Airworthiness directives	Obligation to carry out any applicable AD within the requirements of that AD, unless otherwise specified by the Agency.	<i>Overview</i>
M.A.304	Data for modifications and repairs	Obligation to assess damages and to carry out modifications and repairs using data approved by the Agency or by an approved Part-21 design organisation, as appropriate.	<i>Overview</i>
AMC M.A.304	Data for modifications and repairs	A person or organisation repairing an aircraft or component should assess the damage against published approved repair data and the action to be taken if the damage is beyond the limits or outside the scope of such data. This could involve any one or more of the following options; repair by replacement of damaged parts, requesting technical support from the type certificate holder or from an organisation approved in accordance with Part-21 and finally agency approval of the particular repair data.	<i>Overview</i>
M.A.305 (a)(b)(h)	Aircraft continuing airworthiness record system	(a) At the completion of any maintenance, the associated M.A.801 certificate of release to service shall be entered in the aircraft continuing airworthiness records. Each entry shall be made as soon as practicable but in no event more than 30 days after the day of	<i>Overview</i>



		<p>maintenance action.</p> <p>(b) The aircraft continuing airworthiness records shall consist of:</p> <ol style="list-style-type: none">1. An aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards for any service life limited component as appropriate. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. When required in point M.A.306 for commercial air transport or by the Member State for commercial operations other than commercial air transport, the operator's technical log. <p>(h) An owner or operator shall ensure that a system has been established to keep the following records for the periods specified:</p> <ol style="list-style-type: none">1. All detailed maintenance records in respect of the aircraft and any lifelimited component fitted thereto, at least 24 months after the aircraft or component was permanently withdrawn from service. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. The total time and flight cycles as appropriate, of the aircraft and all lifelimited components, at least 12 months after the aircraft or component has been permanently withdrawn from service. <p style="text-align: center;">and</p> <ol style="list-style-type: none">3. The time and flight cycles as appropriate, since last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail. <p style="text-align: center;">and</p> <ol style="list-style-type: none">4. The current status of compliance with maintenance programme such that compliance with the approved aircraft	
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		<p>maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail.</p> <p style="text-align: center;">and</p> <p>5. The current status of airworthiness directives applicable to the aircraft and components, at least 12 months after the aircraft or component has been permanently withdrawn from service.</p> <p style="text-align: center;">and</p> <p>6. Details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least 12 months after they have been permanently withdrawn from service.</p>	
<p>M.A.306 (a)</p>	<p>Operator's technical log system</p>	<p>(a) In the case of commercial air transport, in addition to the requirements of M. A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft:</p> <ol style="list-style-type: none"> 1. Information about each flight, necessary to ensure continued flight safety. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. The current aircraft certificate of release to service. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 3. The current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 4. All outstanding deferred defects rectifications that affect the operation of the aircraft. <p style="text-align: center;">and</p>	<p><i>Overview</i></p>



		5. Any necessary guidance instructions on maintenance support arrangements.	
M.A.307 (a)(b)(c)	Transfer of aircraft continuing airworthiness records	<p>(a) The owner or operator shall ensure when an aircraft is permanently transferred from one owner or operator to another that the M.A.305 continuing airworthiness records and, if applicable, M.A.306 operator's technical log are also transferred.</p> <p>(b) The owner shall ensure, when he contracts the continuing airworthiness management tasks to a continuing airworthiness management organisation, that the M.A.305 continuing airworthiness records are transferred to the organisation.</p> <p>c) The time periods prescribed for the retention of records shall continue to apply to the new owner, operator or continuing airworthiness management organisation.</p>	<i>Overview</i>
Subpart D Maintenance standards			
M.A.401 (a)(b)	Maintenance data	<p>(a) The person or organisation maintaining an aircraft shall have access to and use only applicable current maintenance data in the performance of maintenance including modifications and repairs.</p> <p>(b) For the purposes of this Part, applicable maintenance data is:</p> <ol style="list-style-type: none"> 1. any applicable requirement, procedure, standard or information issued by the competent authority, 2. any applicable airworthiness directive, 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. 4. Any applicable data issued in accordance with 145.A.45(d). 	<i>Overview</i>



M.A.402	Performance of maintenance	<p>(a) All maintenance shall be performed by qualified personnel, following the methods, techniques, standards and instructions specified in the M.A.401 maintenance data. Furthermore, an independent inspection shall be carried out after any flight safety sensitive maintenance task unless otherwise specified by Part-145 or agreed by the competent authority.</p> <p>(b) All maintenance shall be performed using the tools, equipment and material specified in the M.A.401 maintenance data unless otherwise specified by Part-145. Where necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard.</p> <p>(c) The area in which maintenance is carried out shall be well organised and clean in respect of dirt and contamination.</p> <p>(d) All maintenance shall be performed within any environmental limitations specified in the M.A.401 maintenance data.</p> <p>(e) In case of inclement weather or lengthy maintenance, proper facilities shall be used.</p> <p>(f) After completion of all maintenance a general verification must be carried out to ensure the aircraft or component is clear of all tools, equipment and any other extraneous parts and material, and that all access panels removed have been refitted.</p>	<i>Overview</i>
M.A.403	Aircraft defects	<p>(a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.</p> <p>(b) Only the authorised certifying staff, according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145) can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when:</p>	<i>Overview</i>



		<p>1. the approved minimum equipment list as mandated by the competent authority is used by the pilot</p> <p style="text-align: center;">or</p> <p>2. Aircraft defects are defined as being acceptable by the competent authority.</p> <p>(c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data.</p> <p>(d) Any defect not rectified before flight shall be recorded in the M.A.305 aircraft maintenance record system or M.A.306 operator's technical log system as applicable.</p>	
AMC M.A.403 (b)	Aircraft defects	An assessment of both the cause and any potentially hazardous effect of any defect or combination of defects that could affect flight safety should be made in order to initiate any necessary further investigation and analysis necessary to identify the root cause of the defect.	<i>Overview</i>
AMC M.A.403 (d)	Aircraft defects	<p>All deferred defects should be made known to the pilot/flight crew, whenever possible, prior to their arrival at the aircraft.</p> <p>Deferred defects should be transferred on to worksheets at the next appropriate maintenance check, and any deferred defect which is not rectified during the maintenance check, should be re-entered on to a new deferred defect record sheet. The original date of the defect should be retained.</p> <p>The necessary components or parts needed for the rectification of defects should be made available or ordered on a priority basis, and fitted at the earliest opportunity.</p>	<i>Overview</i>



Support E Components			
M.A.501 (a)	Installation	(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 Annex (Part-21) to Regulation (EC) No 1702/2003, Annex II (Part-145) or Subpart F, Section A of Annex I to this Regulation.	<i>Overview</i>
M.A.502 (a)	Component maintenance	(a) The maintenance of components shall be performed by maintenance organisations appropriately approved in accordance with Section A, Subpart F of this Annex (Part M) or with Annex II (Part-145).	<i>Overview</i>
M.A.503	Service life limited components	Installed service life limited components shall not exceed the approved service life limit as specified in the approved maintenance programme and airworthiness directives, except as provided for in point M.A.504(c).	<i>Overview</i>
M.A.504 (a)(b)(c)	Control of unserviceable components	<p>(a) A component shall be considered unserviceable in any one of the following circumstances:</p> <ol style="list-style-type: none"> 1. Expiry of the service life limit as defined in the maintenance program. 2. Non-compliance with the applicable airworthiness directives and other continued airworthiness requirement mandated by the Agency. 3. Absence of the necessary information to determine the airworthiness status or eligibility for installation. 4. Evidence of defects or malfunctions. 5. Involvement in an incident or accident likely to affect its serviceability. 	<i>Overview</i>



		<p>(b) Unserviceable components shall be identified and stored in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such component.</p> <p>Nevertheless, for aircraft not used in commercial air transport other than large aircraft, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner provided.</p> <p>(c) Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system, unless certified life limits have been extended or a repair solution has been approved according to M.A.304.</p>	
Subpart F Maintenance organisation			
M.A.601	Scope	This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components not listed in point M.A.201(g).	<i>Overview</i>
AMC M.A.601	Scope	An approved maintenance organisation may be approved to maintain aircraft/aircraft components not type certificated by the Agency.	<i>Overview</i>
M.A.603	Extent of approval	<p>(a) The grant of approval is indicated by the issue of a certificate (included in Appendix 5) by the competent authority. The M.A.604 approved maintenance organisation's manual must specify the scope of work deemed to constitute approval. The Appendix 4 to this Part defines all classes and ratings possible under M.A. Subpart F.</p> <p>(b) An approved maintenance organisation may fabricate, in conformity with maintenance data, a restricted range of parts for</p>	<i>Overview</i>



		the use in the course of undergoing work within its own facilities, as identified in the maintenance organisation manual.	
M.A.604 (a)(b)	Maintenance organisation manual	<p>(a) The maintenance organisation shall provide a manual containing at least the following information:</p> <ol style="list-style-type: none">1. A statement signed by the accountable manager to confirm that the organisation will continuously work in accordance with Part-M and the manual at all times. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. The organisation's scope of work. <p style="text-align: center;">and</p> <ol style="list-style-type: none">3. The title(s) and name(s) of person(s) referred to in M.A.606(b). <p style="text-align: center;">and</p> <ol style="list-style-type: none">4. An organisation chart showing associated chains of responsibility between the person(s) referred to in M.A.606(b). <p style="text-align: center;">and</p> <ol style="list-style-type: none">5. A list of certifying staff with their scope of approval. <p style="text-align: center;">and</p> <ol style="list-style-type: none">6. A list of locations where maintenance is carried out, together with a general descriptions of the facilities. <p style="text-align: center;">and</p> <ol style="list-style-type: none">7. Procedures specifying how the maintenance organisation ensures compliance with this Part. <p style="text-align: center;">and</p>	<i>Overview</i>



		<p>8. The maintenance organisation manual amendment procedure(s).</p> <p>(b) The maintenance organisation manual and its amendments shall be approved by the competent authority.</p>	
<p>M.A.606 (a)(b)(c)(d) (e)(f)(g)</p>	<p>Personnel requirements</p>	<p>(a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by this Part.</p> <p>(b) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager.</p> <p>(c) All paragraph (b) persons shall be able to show relevant knowledge, background and appropriate experience related to aircraft and/or component maintenance.</p> <p>(d) The organisation shall have appropriate staff for the normal expected contracted work. The use of temporarily sub-contracted staff is permitted in the case of higher than normally expected contracted work and only for personnel not issuing a certificate of release to service.</p> <p>(e) The qualification of all personnel involved in maintenance shall be demonstrated and recorded.</p> <p>(f) Personnel who carry out specialised tasks such as welding, non-destructive testing/inspection other than colour contrast shall be qualified in accordance with an officially recognised standard.</p> <p>(g) The maintenance organisation shall have sufficient certifying staff to issue M.A.612 and M.A.613 certificates of release to service for aircraft and components. They shall comply with the requirements of Part-66.</p>	<p><i>Overview</i></p>



M.A.610	Maintenance work orders	Before the commencement of maintenance a written work order shall be agreed between the organisation and the organisation requesting maintenance to clearly establish the maintenance to be carried out.	<i>Overview</i>
M.A.611	Maintenance standards	All maintenance shall be carried out in accordance with the requirements of M.A. Subpart D.	<i>Overview</i>
M.A.612	Aircraft certificate of release to service	At the completion of all required aircraft maintenance in accordance with this Subpart an aircraft certificate of release to service shall be issued according to M.A.801.	<i>Overview</i>
M.A.613	Component certificate of release to service	<p>(a) At the 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. EASA Form 1 shall be issued except for those components maintained in accordance with points M.A.502(b) and M.A.502(d) and components fabricated in accordance with point M.A.603(b).</p> <p>(b) The component certificate release to service document, EASA Form 1 may be generated from a computer database.</p>	<i>Overview</i>
Appendix II	EASA Form 1	<p><i>Use of the EASA Form 1 for maintenance</i></p> <p>1. GENERAL The certificate shall comply with the format attached including block numbers in that each block must be located as per the layout. The size of each block may however be varied to suit the individual application, but not to the extent that would make the certificate unrecognisable. The overall size of the certificate may be significantly increased or decreased so long as the certificate remains recognisable and legible. If in doubt consult your Member State.</p>	<i>Overview</i>



		<p>All printing shall be clear and legible to permit easy reading. The certificate shall either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted. English and, where relevant, the language(s) of the Member State concerned are acceptable. Completion of the certificate may be in English when it is used for export purposes, otherwise it can be completed in the official language(s) of the Member State concerned. The details to be entered on the certificate can be either machine/computer printed or handwriting using block letters and must permit easy reading. Abbreviations must be restricted to a minimum. The space remaining on the reverse side of the certificate may be used by the originator for any additional information but must not include any certification statement. The original certificate must accompany the items and correlation must be established between the certificate and the items. A copy of the certificate must be retained by the organisation that manufactured or maintained the item. Where the certificate format and data is entirely computer generated, subject to acceptance by the Member State, it is permissible to retain the certificate format and data on a secure database. Where a single certificate was used to release a number of items and those items are subsequently separated out from each other, such as through a parts distributor, then a copy of the original certificate must accompany such items and the original certificate must be retained by the organisation that received the batch of items. Failure to retain the original certificate could invalidate the release status of the items.</p> <p>NOTE: There is no restriction in the number of copies of the certificate sent to the customer or retained by the originator. The certificate that accompanies the item may be attached to the item by being placed in an envelope for durability.</p> <p>2. COMPLETION OF THE RELEASE CERTIFICATE BY THE ORIGINATOR</p> <p>Except as otherwise stated, there must be an entry in all blocks to make the document a valid certificate.</p>	
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		<p>Block 1 The name and country of the Member State under whose approval the certificate was issued. This information may be pre-printed.</p> <p>Block 2 Pre-printed 'Authorised Release certificate/EASA Form 1'.</p> <p>Block 3 A unique number shall be pre-printed in this block for certificate control and traceability purposes except that in the case of a computer generated document, the unique number need not be pre-printed where the computer is programmed to produce the number.</p> <p>Block 4 The full name and address plus mailing address if different of the approved organisation releasing the items covered by this certificate. This block may be pre-printed. Logos, etc., are permitted if the logo can be contained within the block.</p> <p>Block 5 Its purpose is to reference work order/contract/invoice or any other internal organisational process such that a fast traceability system can be established.</p> <p>Block 6 This block is provided for the convenience of the organisation issuing the certificate to permit easy cross-reference to the 'Remarks' Block 13 by the use of item numbers. Completion is not mandatory. Where a number of items are to be released on the certificate, it is permissible to use a separate listing cross-referring certificate and list to each other.</p> <p>Block 7 The name or description of the item shall be given. Preference shall be given to use of the Illustrated Parts Catalogue (IPC) designation.</p> <p>Block 8 State the Part Number. Preference shall be given to use of the IPC number designation.</p> <p>Block 9 Used to indicate the Type-Approved products for which the released items are eligible for installation. Completion of block is optional but if used, the following entries are permitted:</p>	
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		<p>(a) The specific or series aircraft, engine, propeller or auxiliary power unit model, or a reference to a readily available catalogue or manual which contains such information, for example: 'Cessna 150'.</p> <p>(b) 'Various', if known to be eligible for installation on more than one model of Type-Approved product, unless the originator wishes to restrict usage to a particular model installation when it shall so state.</p> <p>(c) 'Unknown', if eligibility is unknown, this category being primarily for use by maintenance organisations</p> <p>NOTE: Any information in Block 9 does not constitute authority to fit the item to a particular aircraft, engine, propeller or auxiliary power unit. The User/installer shall confirm via documents such as the Parts Catalogue, Service Bulletins, etc. that the item is eligible for the particular installation.</p> <p>Block 10 State the number of items being released.</p> <p>Block 11 State the item Serial Number and/or Batch Number if applicable, if neither is applicable, state 'N/A'.</p> <p>Block 12 The following words in quotation marks, with their definitions, indicate the status of the item being released. One or a combination of these words shall be stated in this block:</p> <p>1. OVERHAULED The restoration of a used item by inspection, test and replacement in conformity with an approved standard(*) to extend the operational life.</p> <p>2. INSPECTED/TESTED The examination of an item to establish conformity with an approved standard(*).</p> <p>3. MODIFIED The alteration of an item in conformity with an approved</p>	
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		<p>standard(*).</p> <p>4. REPAIRED The restoration of an item to a serviceable condition in conformity with an approved standard(*).</p> <p>5. RETREADED The restoration of a used tyre in conformity with an approved standard(*).</p> <p>6. REASSEMBLED The reassembly of an item in conformity with an approved standard(*).</p> <p>Example: A propeller after transportation. NOTE: This provision shall only be used in respect of items which were originally fully assembled by the manufacturer in accordance with manufacturing requirements such as, but not limited to, Part-21. The above statements shall be supported by reference in Block 13 to the approved data/manual/specification used during maintenance.</p> <p>Block 13 It is mandatory to state any information in this block either direct or by reference to supporting documentation that identifies particular data or limitations relating to the items being released that are necessary for the User/installer to make the final airworthiness determination of the item. Information shall be clear, complete, and provided in a form and manner which is adequate for the purpose of making such a determination. Each statement shall be clearly identified as to which item it relates. If there is no statement, state 'None'. Some examples of the information to be quoted are as follows:</p> <ul style="list-style-type: none">• The identity and issue of maintenance documentation used as the approved standard.• Airworthiness Directives carried out and/or found carried out, as appropriate.• Repairs carried out and/or found carried out, as appropriate.• Modifications carried out and/or found carried out, as appropriate.	
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		<ul style="list-style-type: none">• Replacement parts installed and/or parts found installed, as appropriate.• Life limited parts history.• Deviations from the customer work order.• M.A. Subpart F approval reference.• Identity of other regulation if not Part-145 or Part-M Subpart F.• Release statements to satisfy a foreign maintenance requirement.• Release statements to satisfy the conditions of an international maintenance agreement such as, but not limited to, the Canadian Technical Arrangement Maintenance and the USA Bilateral Aviation Safety Agreement — Maintenance Implementation Procedure. <p>Blocks 14, 15, 16, 17 & 18: Must not be used for maintenance tasks by M.A. Subpart F approved maintenance organisations. These blocks are specifically reserved for the release/certification of newly manufactured items in accordance with Part 21 and national aviation regulations in force prior to Part 21 becoming fully effective.</p> <p>Block 19 Contains the required release to service statement for all maintenance by M.A. Subpart F approved maintenance organisations. When non Part-M maintenance is being released block 13 shall specify the particular national regulation. In any case the appropriate box shall be 'ticked' to validate the release. The certification statement 'except as otherwise specified in block 13' is intended to address the following situations;</p> <p>(a) The case where the maintenance could not be completed.</p> <p>(b) The case where the maintenance deviated from the standard required by Part-M.</p> <p>(c) The case where the maintenance was carried out in accordance with a non Part-M requirement. Whichever case or combination of cases shall be specified in block 13.</p>	
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		<p>Block 20 For the signature of the certifying staff authorised by the M.A. Subpart F approved maintenance organisation. This signature can be computer printed subject to the Member State being satisfied that only the signatory can direct the computer and that a signature is not possible on a blank computer generated form.</p> <p>Block 21 The M.A. Subpart F approved maintenance organisation reference number given by the Member State.</p> <p>Block 22 The printed name of the Block 20 signatory and personal authorisation reference.</p> <p>Block 23 The date of signing the Block 19 release to service. (d/m/y). The month shall appear in letters e.g. Jan, Feb, Mar etc. The release to service shall be signed at the 'completion of maintenance'. Please note the User Responsibility Statements are on the reverse of this certificate. These statements may be added to the front of the certificate below the bottom line by reducing the depth of the form.</p>		
	<p>1. Approving Competent Authority / Country</p>	<p>2.</p> <p style="text-align: center;">AUTHORISED RELEASE CERTIFICATE</p> <p style="text-align: center;">EASA FORM 1</p>	<p>3. Form Tracking Number</p>	
	<p>4. Approved Organisation Name and Address:</p>		<p>5. Work Order/Contract/ Invoice</p>	



6. Item	7. Description	8. Part No	9. Eligibility *	10. Qty.	11. Serial/Batch No	12. Status/Work
13. Remarks						
14. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in condition for safe operation <input type="checkbox"/> non-approved design data specified in block 13				19. <input type="checkbox"/> Part-145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 13 Certifies that unless otherwise specified in block 13, the work identified in block 12 and described in block 13, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.		
15. Authorised Signature		16. Approval/ Authorisation Number		20. Authorised Signature		21. Certificate/Approval Ref. No.
17. Name		18. Date (d/m/y)		22. Name		23. Date (d/m/y)
EASA Form 1 - Issue 1				* Installer must cross-check eligibility with applicable technical data		



	<p style="text-align: center;"><i>Authorised release certificate</i></p> <p style="text-align: center;">EASA Form 1</p> <p style="text-align: center;">USER/INSTALLER RESPONSIBILITIES</p> <p>NOTE:</p> <ol style="list-style-type: none"> 1. It is important to understand that the existence of the document alone does not automatically constitute authority to install the part/component/assembly. 2. Where the user/installer works in accordance with the national regulations of an airworthiness authority different from the airworthiness authority specified in block 1 it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/ components/ assemblies from the airworthiness authority specified in block 1. 3. Statements 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record shall contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown. 		
M.A.615	Privileges of the organisation	<p>The maintenance organisation approved in accordance with Section A, Subpart F of this Annex (Part M), may:</p> <p>(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.</p> <p>(b) Arrange for the performance of specialized 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 by the competent authority directly.</p> <p>(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</p>	<i>Overview</i>



		specified in the Maintenance Organisation Manual. (d) Issue certificates of release to service on completion of maintenance, in accordance with point M.A.612 or point M.A.613.	
M.A.616	Organisational review	To ensure that the approved maintenance organisation continues to meet the requirements of this Subpart, it shall organise, on a regular basis, organisational reviews.	<i>Overview</i>
AMC M.A.616	Organisational review	<p>1. The primary objectives of the organisational review are to enable the approved maintenance organisation to ensure that it can deliver a safe product and that approved maintenance organisation remains in compliance with the requirements.</p> <p>2. The approved maintenance organisation should identify:</p> <p style="padding-left: 40px;">2.1. The person responsible for the organisational review.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">2.2. The frequency of the reviews.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">2.3. The scope and content of the reviews.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">2.4. The persons accomplishing the reviews.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">2.5. The procedure for planning, performing and processing review findings.</p> <p style="padding-left: 40px;">2.6. The procedure for ensuring corrective actions are carried out in the appropriate time frame.</p> <p>3. The organisation quality system as specified in Part-145 provides</p>	<i>Overview</i>



		<p>an acceptable basic structure for the organisational review system for organisations with more than 10 maintenance staff, dependent upon the complexity of the organisation.</p> <p>4. Appendix VIII should be used to manage the organisational reviews.</p>	
M.A.617	Changes to the approved maintenance organisation	<p>In order to enable the competent authority to determine continued compliance with this Part, the approved maintenance organisation shall notify it of any proposal to carry out any of the following changes, before such changes take place:</p> <ol style="list-style-type: none"> 1. The name of the organisation. 2. The location of the organisation. 3. Additional locations of the organisation. 4. The accountable manager. 5. Any of the persons specified in paragraph M.A.606(b). 6. The facilities, equipment, tools, material, procedures, work scope and certifying staff that could affect the approval. <p>In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.</p>	<i>Overview</i>
M.A.618 (a)	Continued validity of approval	<p>(a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <ol style="list-style-type: none"> 1. The organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under M.A.619. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. The competent authority being granted access to the 	<i>Overview</i>



		<p>organisation to determine continued compliance with this Part.</p> <p style="text-align: center;">and</p> <p>3. The approval not being surrendered or revoked.</p>	
M.A.619	Findings	<p>(a) A level 1 finding is any significant non-compliance with Part-M requirements which lowers the safety standard and hazards seriously the flight safety.</p> <p>(b) A level 2 finding is any non-compliance with the Part-M requirements which could lower the safety standard and possibly hazard the flight safety.</p> <p>(c) After receipt of notification of findings according to M.B.605, the holder of the maintenance organisation approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.</p>	<i>Overview</i>
Subpart G Continuing Airworthiness Management Organisation			
M.A.701	Scope	This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the management of aircraft continuing airworthiness.	<i>Overview</i>
M.A.703	Extent of approval	<p>(a) The approval is indicated on a certificate included in Appendix VI issued by the competent authority.</p> <p>(b) Notwithstanding paragraph (a), for commercial air transport, the approval shall be part of the air operator certificate issued by the competent authority, for the aircraft operated.</p> <p>(c) The scope of work deemed to constitute the approval shall be specified in the continuing airworthiness management exposition in accordance with point M.A.704.</p>	<i>Overview</i>



M.A.704	Continuing airworthiness management exposition	<p>(a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information:</p> <ol style="list-style-type: none">1. A statement signed by the accountable manager to confirm that the organisation will work in accordance with this Part and the exposition at all times. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. The organisation's scope of work. <p style="text-align: center;">and</p> <ol style="list-style-type: none">3. The title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i). <p style="text-align: center;">and</p> <ol style="list-style-type: none">4. An organisation chart showing associated chains of responsibility between the person(s) referred to in M.A.706(b) and M.A.706(c). <p style="text-align: center;">and</p> <ol style="list-style-type: none">5. A list of M.A.707 airworthiness review staff. <p style="text-align: center;">and</p> <ol style="list-style-type: none">6. A general description and location of the facilities. <p style="text-align: center;">and</p> <ol style="list-style-type: none">7. Procedures specifying how the continuing airworthiness management organisation ensures compliance with this Part. <p style="text-align: center;">and</p> <ol style="list-style-type: none">8. The continuing airworthiness management exposition amendment procedures.	<i>Overview</i>
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		<p style="text-align: center;">and</p> <p>9. The list of approved aircraft maintenance programmes, or, for aircraft not involved in commercial air transport, the list of "generic" and "baseline" maintenance programmes.</p> <p>(b) The continuing airworthiness management exposition and its amendments shall be approved by the competent authority.</p> <p>(c) Notwithstanding paragraph (b), minor amendments to the exposition may be approved indirectly through an indirect approval procedure. The indirect approval procedure shall define the minor amendment eligible, be established by the continuing airworthiness management organisation as part of the exposition and be approved by the competent authority responsible for that continuing airworthiness management organisation.</p>	
<p>M.A.706</p>	<p>Personnel requirements</p>	<p>(a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with this Part.</p> <p>(b) For commercial air transport the paragraph (a) accountable manager shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.</p> <p>(c) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager.</p> <p>(d) For commercial air transport, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to paragraph (c).</p>	<p><i>Overview</i></p>



		<p>(e) The nominated post holder referred to in paragraph (d) shall not be employed by a Part-145 approved organisation under contract to the operator, unless specifically agreed by the competent authority.</p> <p>(f) The organisation shall have sufficient appropriately qualified staff for the expected work.</p> <p>(g) All paragraph (c) and (d) persons shall be able to show relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness.</p> <p>(h) The qualification of all personnel involved in continuing airworthiness management shall be recorded.</p> <p>(i) For organisations extending airworthiness review certificates in accordance with points M.A.711(a)4 and M.A.901(f), the organisation shall nominate persons authorised to do so, subject to approval by the competent authority.</p> <p>(j) The organisation shall define and keep updated in the continuing airworthiness management exposition the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i).'</p>	
<p>M.A.707 (a)</p>	<p>Airworthiness review staff</p>	<p>(a) To be approved to carry out airworthiness reviews, an approved continuing airworthiness management organisation shall have appropriate airworthiness review staff to issue airworthiness review certificates or recommendations referred to in Subpart I, Section A.</p> <p>1. For all aircraft used in commercial air transport, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:</p> <p style="padding-left: 40px;">(a) At least five years experience in continuing airworthiness.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">(b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognized maintenance</p>	<p><i>Overview</i></p>



		<p>personnel qualification appropriate to the aircraft category (when Annex III (Part-66) refers to national rules) or an aeronautical degree or equivalent.</p> <p style="text-align: center;">and</p> <p>(c) Formal aeronautical maintenance training.</p> <p style="text-align: center;">and</p> <p>(d) A position within the approved organisation with appropriate responsibilities.</p> <p>(e) Notwithstanding points "a" to "d", the requirement laid down in point M.A.707(a)1b may be replaced by five years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1a.</p> <p>2. For aircraft not used in commercial air transport of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:</p> <p>(a) At least three years experience in continuing airworthiness.</p> <p style="text-align: center;">and</p> <p>(b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognized maintenance personnel qualification appropriate to the aircraft category (when Annex III (Part-66) refers to national rules) or an aeronautical degree or equivalent.</p> <p style="text-align: center;">and</p> <p>(c) Appropriate aeronautical maintenance training.</p> <p style="text-align: center;">and</p>	
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		<p>(d) a position within the approved organisation with appropriate responsibilities;</p> <p>(e) Notwithstanding points "a" to "d", the requirement laid down in point M.A.707(a)2b may be replaced by four years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2a.</p>	
M.A.708	Continuing airworthiness management	<p>(a) All continuing airworthiness management shall be carried out according to the prescriptions of M.A Subpart C.</p> <p>(b) For every aircraft managed, the approved continuing airworthiness management organisation shall:</p> <ol style="list-style-type: none"> 1. develop and control a maintenance programme for the aircraft managed including any applicable reliability programme, 2. Present the aircraft maintenance programme and its amendments to the competent authority for approval, unless covered by an indirect approval procedure in accordance with point M.A.302(c), and provide a copy of the programme to the owner of aircraft not involved in commercial air transport. 3. Manage the approval of modification and repairs. 4. Ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with M.A. Subpart H. 5. Ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact are applied. 6. Ensure that all defects discovered during scheduled 	<i>Overview</i>



		<p>maintenance or reported are corrected by an appropriately approved maintenance organisation.</p> <p>7. Ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary.</p> <p>8. Coordinate scheduled maintenance, the application of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly.</p> <p>9. Manage and archive all continuing airworthiness records and/or operator's technical log.</p> <p>10. Ensure that the mass and balance statement reflects the current status of the aircraft.</p> <p>(c) In the case of commercial air transport, when the operator is not appropriately approved to Part-145, the operator shall establish a written maintenance contract between the operator and a Part-145 approved organisation or another operator, detailing the functions specified under M.A.301-2, M.A.301-3, M.A.301-5 and M.A.301-6, ensuring that all maintenance is ultimately carried out by a Part-145 approved maintenance organisation and defining the support of the quality functions of M.A.712(b). The aircraft base, scheduled line maintenance and engine maintenance contracts, together with all amendments, shall be approved by the competent authority. However, in the case of:</p> <p>1. An aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the Part-145 maintenance organisation.</p> <p>2. Component maintenance, including engine maintenance, the contract as referred to in paragraph (c) may be in the form of individual work orders addressed to the Part-145 maintenance organisation.</p>	
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M.A.710	Airworthiness review	<p>(a) To satisfy the requirement for an M.A.902 airworthiness review of an aircraft, a full documented review of the aircraft records shall be carried out by the approved continuing airworthiness management organisation in order to be satisfied that:</p> <ol style="list-style-type: none">1. Airframe, engine and propeller flying hours and associated flight cycles have been properly recorded. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. The flight manual is applicable to the aircraft configuration and reflects the latest revision status. <p style="text-align: center;">and</p> <ol style="list-style-type: none">3. All the maintenance due on the aircraft according to the approved maintenance programme has been carried out. <p style="text-align: center;">and</p> <ol style="list-style-type: none">4. All known defects have been corrected or, when applicable, carried forward in a controlled manner. <p style="text-align: center;">and</p> <ol style="list-style-type: none">5. All applicable airworthiness directives have been applied and properly registered. <p style="text-align: center;">and</p> <ol style="list-style-type: none">6. All modifications and repairs applied to the aircraft have been registered and are approved according to Part-21. <p style="text-align: center;">and</p> <ol style="list-style-type: none">7. All service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit.	<i>Overview</i>
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		<p style="text-align: center;">and</p> <p>8. All maintenance has been released in accordance with this Part.</p> <p style="text-align: center;">and</p> <p>9. The current mass and balance statement reflects the configuration of the aircraft and is valid.</p> <p style="text-align: center;">and</p> <p>10. The aircraft complies with the latest revision of its type design approved by the Agency.</p> <p>(b) The approved continuing airworthiness management organisation's airworthiness review staff shall carry out 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.</p> <p>(c) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:</p> <ol style="list-style-type: none">1. All required markings and placards are properly installed. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. The aircraft complies with its approved flight manual. <p style="text-align: center;">and</p> <ol style="list-style-type: none">3. The aircraft configuration complies with the approved documentation. <p style="text-align: center;">and</p> <ol style="list-style-type: none">4. No evident defect can be found that has not been addressed according to M.A.404.	
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		<p style="text-align: center;">and</p> <p>5. No inconsistencies can be found between the aircraft and the paragraph (a) documented review of records.</p> <p>(d) By derogation to M.A.902(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 the physical review to take place during a maintenance check.</p> <p>(e) An M.A.902 airworthiness review certificate (EASA Form 15b) or a recommendation is issued by appropriately authorised M.A.707 airworthiness review staff on behalf of the approved continuing airworthiness management organisation when satisfied that the airworthiness review has been properly carried out.</p> <p>(f) 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.</p> <p>(g) Airworthiness review tasks shall not be sub-contracted.</p> <p>(h) Should the outcome of the airworthiness review be inconclusive, the competent authority shall be informed.</p>	
<p>M.A.711</p>	<p>Privileges of the organisation</p>	<p>(a) A continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) may:</p> <ol style="list-style-type: none"> 1. Manage the continuing airworthiness of non-commercial air transport aircraft as listed on the approval certificate. 2. Manage the continuing airworthiness of commercial air transport aircraft when listed both on its approval certificate and on its Air Operator Certificate (AOC). 3. Arrange to carry out limited continuing airworthiness tasks with any contracted organisation, working under its quality system, as listed on the approval certificate. 	<p><i>Overview</i></p>



		<p>4. Extend, under the conditions of point M.A.901(f), an airworthiness review certificate that has been issued by the competent authority or by another continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M).</p> <p>(b) An approved continuing airworthiness management organisation registered in one of the Member States may, additionally, be approved to carry out airworthiness reviews referred to in point M.A.710 and:</p> <ol style="list-style-type: none"> 1. Issue the related airworthiness review certificate and extend it in due time under the conditions of points M.A.901(c)2 or M.A.901(e)2. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. Issue a recommendation for the airworthiness review to the competent authority of the Member State of registry. 	
<p>M.A.712 (a)(b)</p>	<p>Quality system</p>	<p>(a) To ensure that the approved continuing airworthiness management organisation continues to meet the requirements of this Subpart, it shall establish a quality system and designate a quality manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy aircraft. Compliance monitoring shall include a feedback system to the accountable manager to ensure corrective action as necessary.</p> <p>(b) The quality system shall monitor M.A. Subpart G activities. It shall at least include the following functions:</p> <ol style="list-style-type: none"> 1. Monitoring that all M.A. Subpart G activities are being performed in accordance with the approved procedures. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. monitoring that all contracted maintenance is carried out in accordance with the contract 	<p><i>Overview</i></p>



		<p style="text-align: center;">and</p> <p>3. Monitoring the continued compliance with the requirements of this Part.</p>	
M.A.715	Continued validity of approval	<p>(a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <p style="padding-left: 40px;">1. The organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under M.B.705.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">2. The competent authority being granted access to the organisation to determine continued compliance with this Part.</p> <p style="text-align: center;">and</p> <p style="padding-left: 40px;">3. The approval not being surrendered or revoked.</p> <p>(b) Upon surrender or revocation, the approval certificate shall be returned to the competent authority.</p>	<i>Overview</i>
M.A.716	Findings	<p>(a) A level 1 finding is any significant non-compliance with Part-M requirements which lowers the safety standard and hazards seriously the flight safety.</p> <p>(b) A level 2 finding is any non-compliance with the Part-M requirements which could lower the safety standard and possibly hazard the flight safety.</p> <p>(c) After receipt of notification of findings according to M.B.705, the holder of the continuing airworthiness management organisation approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.</p>	<i>Overview</i>



Subpart H Certificate of Release to Service - CRS			
M.A.801 (a)(b)	Aircraft certificate of release to service	<p>(a) Except for aircraft released to service by a maintenance organisation approved in accordance with Annex II (Part-145), the certificate of release to service shall be issued according to this Subpart.</p> <p>(b) No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when satisfied that all maintenance required has been properly carried out, by:</p> <ol style="list-style-type: none">1. Appropriate certifying staff on behalf of the maintenance organisation approved in accordance with Section A, Subpart F of this Annex (Part M). <p style="text-align: center;">or</p> <ol style="list-style-type: none">2. Certifying staff in compliance with the requirements laid down in Annex III (Part-66), except for complex maintenance tasks listed in Appendix VII to this Annex for which point 1 applies. <p style="text-align: center;">or</p> <ol style="list-style-type: none">3. by the Pilot-owner in compliance with point M.A.803.	<i>Overview</i>
M.A.802	Component certificate of release to service	<p>(a) 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.</p> <p>(b) The authorised release certificate identified as EASA Form 1 constitutes the component certificate of release to service, except when such maintenance on aircraft components has been performed in accordance with point M.A.502(b) or point M.A.502(d), in which case the maintenance is subject to aircraft release procedures in accordance with point M.A.801.</p>	<i>Overview</i>



M.A.803	Pilot-owner authorisation	<p>(a) To qualify as a Pilot-owner, the person must:</p> <ol style="list-style-type: none">1. Hold a valid pilot licence (or equivalent) issued or validated by a Member State for the aircraft type or class rating. <p style="text-align: center;">and</p> <ol style="list-style-type: none">2. own the aircraft, either as sole or joint owner; that owner must be:<ol style="list-style-type: none">(i) one of the natural persons on the registration form. <p style="text-align: center;">or</p> <ol style="list-style-type: none">(ii) a member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator, and that member is directly involved in the decision making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance. <p>(b) For any privately operated non-complex motor-powered aircraft of 2 730 kg MTOM and below, sailplane, powered sailplane or balloon, the Pilot-owner may issue a certificate of release to service after limited Pilotowner maintenance as specified in Appendix VIII.</p> <p>(c) The scope of the limited Pilot-owner maintenance shall be specified in the aircraft maintenance programme referred to in point M.A.302.</p> <p>(d) The certificate of release to service shall be entered in the logbooks and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed and the identity, the signature and pilot licence number of the Pilot-owner issuing such a certificate.</p>	<i>Overview</i>



Appendix VIII	Limited Pilot Owner Maintenance	<p>The following constitutes the limited pilot maintenance referred to in M.A.803 provided it does not involve complex maintenance tasks and is carried out in accordance with M.A.402:</p> <ol style="list-style-type: none">1. Removal, installation of wheels.2. Replacing elastic shock absorber cords on landing gear.3. Servicing landing gear shock struts by adding oil, air, or both.4. Servicing landing gear wheel bearings, such as cleaning and greasing.5. Replacing defective safety wiring or cotter keys.6. Lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings.7. Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturers' instructions) not requiring load tape repair or replacement.8. Replenishing hydraulic fluid in the hydraulic reservoir.9. Refinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.10. Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.	<i>Overview</i>
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		<p>11. Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect the primary structure of the aircraft.</p> <p>12. Making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow.</p> <p>13. Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.</p> <p>14. Replacing safety belts.</p> <p>15. Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.</p> <p>16. Trouble shooting and repairing broken circuits in landing light wiring circuits.</p> <p>17. Replacing bulbs, reflectors, and lenses of position and landing lights.</p> <p>18. Replacing wheels and skis where no weight and balance computation is involved.</p> <p>19. Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.</p> <p>20. Replacing or cleaning spark plugs and setting of spark plug gap clearance.</p> <p>21. Replacing any hose connection except hydraulic connections.</p> <p>22. Replacing prefabricated fuel lines.</p>	
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		<p>23. Cleaning or replacing fuel and oil strainers or filter elements.</p> <p>24. Replacing and servicing batteries.</p> <p>25. Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.</p> <p>26. Replacement or adjustment of non-structural standard fasteners incidental to operations.</p> <p>27. The interchange of balloon baskets and burners on envelopes when the basket or burner is designated as interchangeable in the balloon type certificate data and the baskets and burners are specifically designed for quick removal and installation.</p> <p>28. The installations of anti-misfuelling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the aircraft manufacturer has provided instructions for installation of the specific device, and installation does not involve the disassembly of the existing tank filler opening.</p> <p>29. Removing, checking, and replacing magnetic chip detectors.</p> <p>30. Removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)). The approved unit must be designed to be readily and repeatedly removed and replaced, not require specialist test equipment and pertinent instructions must be provided. Prior to the unit's intended use, an operational check must be performed.</p> <p>31. Updating self-contained, front instrument panel-mounted Air Traffic Control (ATC) navigational software databases (excluding those of automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME))</p>	
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		<p>provided no disassembly of the unit is required and pertinent instructions are provided. Prior to the unit's intended use, an operational check must be performed.</p> <p>32. Replacement of wings and tail surfaces and controls, the attachment of which are designed for assembly immediately before each flight and dismantling after each flight.</p> <p>33. Replacement of main rotor blades that are designed for removal where specialist tools are not required.</p>	
Subpart I Airworthiness review certificate			
M.A.901 (a)	Aircraft airworthiness review	<p>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.</p> <p>(a) An airworthiness review certificate is issued in accordance with Appendix III (EASA Form 15a or 15b) on completion of a satisfactory airworthiness review. The airworthiness review certificate is valid one year.</p>	<i>Overview</i>
M.A.902	Validity of the airworthiness review certificate	<p>(a) An airworthiness review certificate becomes invalid if:</p> <ol style="list-style-type: none"> 1. Suspended or revoked. <p style="text-align: center;">or</p> <ol style="list-style-type: none"> 2. The airworthiness certificate is suspended or revoked. <p style="text-align: center;">or</p> <ol style="list-style-type: none"> 3. The aircraft is not on the aircraft register of a Member State. <p style="text-align: center;">or</p>	<i>Overview</i>



		<p>4. The type certificate under which the airworthiness certificate was issued is suspended or revoked.</p> <p>(b) An aircraft must not fly if the airworthiness certificate is invalid</p> <p style="text-align: center;">or if</p> <p>1. The continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part.</p> <p style="text-align: center;">or</p> <p>2. The aircraft does not remain in conformity with the type design approved by the Agency.</p> <p style="text-align: center;">or</p> <p>3. the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken</p> <p style="text-align: center;">or</p> <p>4. The aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness.</p> <p style="text-align: center;">or</p> <p>5. A modification or repair has not been approved in accordance with Part- 21.</p>	
<p>M.A.903</p>	<p>Transfer of aircraft registration within the EU</p>	<p>(a) When transferring an aircraft registration within the EU, the applicant shall:</p> <p>1. Inform the former Member State in which Member State it will be registered.</p> <p style="text-align: center;">then</p>	<p><i>Overview</i></p>



		<p>2. Apply to the new Member State for the issuance of a new airworthiness certificate in accordance with Part 21.</p> <p>(b) Notwithstanding M.A.902(a)(3), the former airworthiness review certificate shall remain valid until its expiry date.</p>	
M.A.905	Findings	<p>(a) A level 1 finding is any significant non-compliance with Part-M requirements which lowers the safety standard and hazards seriously the flight safety.</p> <p>(b) A level 2 finding is any non-compliance with the Part-M requirements which could lower the safety standard and possibly hazard the flight safety.</p> <p>(c) After receipt of notification of findings according to M.B.303, the person or organisation accountable according to M.A.201 shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority including appropriate corrective action to prevent reoccurrence of the finding and its root cause.</p>	<i>Overview</i>
Annex II Part 145			
145.1	General	<p>The Competent Authority for organisations:</p> <ul style="list-style-type: none"> • Having their principal place of business in a Member State. • Having their principal place of business located in a third country. 	<i>Overview</i>
General issues			
145.A.10	Scope	<p>This Section establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components.</p>	<i>Overview</i>



<p>AMC 145.A.10</p>	<p>Scope</p>	<p>Line Maintenance as any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. Examples of what may be included in Line Maintenance. Occasional performance of base maintenance tasks by line maintenance organisations; conditions. Maintenance tasks outside these criteria are considered to be Base M.</p> <p>Aircraft maintained in accordance with "progressive" type programmes.</p> <p>Meaning of "located within a Member State"; related guidance. Organisations using facilities both inside and outside a Member State; related guidance.</p>	<p><i>Overview</i></p>
<p>145.A.30</p>	<p>Personnel requirements</p>	<p>(a) The organisation shall appoint an accountable manager who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by this Part. The accountable manager shall:</p> <ol style="list-style-type: none"> 1. ensure that all necessary resources are available to accomplish maintenance in accordance with 145.A.65(b) to support the organisation approval. 2. establish and promote the safety and quality policy specified in 145.A.65 (a). 3. demonstrate a basic understanding of this Part. <p>(b) The organisation shall nominate a person or group of persons, whose responsibilities include ensuring that the organisation complies with this Part. Such person(s) shall ultimately be responsible to the accountable manager.</p> <ol style="list-style-type: none"> 1. The person or persons nominated shall represent the maintenance management structure of the organisation and be responsible for all functions specified in this Part. 	<p><i>Overview</i></p>



		<p>2. The person or persons nominated shall be identified and their credentials submitted in a form and manner established by the competent authority.</p> <p>3. The person or persons nominated shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of this Part.</p> <p>4. Procedures shall make clear who deputises for any particular person in the case of lengthy absence of the said person.</p> <p>(c) The accountable manager under paragraph (a) shall appoint a person with responsibility for monitoring the quality system, including the associated feedback system as required by 145.A.65(c). The appointed person shall have direct access to the accountable manager to ensure that the accountable manager is kept properly informed on quality and compliance matters.</p> <p>(d) The organisation shall have a maintenance man-hour plan showing that the organisation has sufficient staff to plan, perform, supervise, inspect and quality monitor the organisation in accordance with the approval. In addition the organisation shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.</p> <p>(e) 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. In addition to the necessary expertise related to the job function, competence must include an understanding of the application of human factors and human performance issues appropriate to that person's function in the organisation. 'Human factors' means principles which apply to aeronautical design, certification, training, operations and</p>	
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		<p>maintenance and which seek safe interface between the human and other system components by proper consideration of human performance. 'Human performance' means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.</p> <p>(f) The organisation shall ensure that personnel who carry out and/or control a continued airworthiness non-destructive test of aircraft structures and/or components are appropriately qualified for the particular non-destructive test in accordance with the European or equivalent Standard recognised by the Agency. Personnel who carry out any other specialised task shall be appropriately qualified in accordance with officially recognised Standards. By derogation to this paragraph those personnel specified in paragraphs (g) and (h)(1) and (h)(2), qualified in Part-66 category B1 may carry out and/or control colour contrast dye penetrant tests.</p> <p>(g) Any organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall in the case of aircraft line maintenance, have appropriate aircraft type rated certifying staff qualified as category B1 and B2 in accordance with Part-66 and 145.A.35. In addition such organisations may also use appropriately task trained certifying staff qualified as category A in accordance with Part-66 and 145.A.35 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such category A certifying staff shall not replace the need for Part-66 category B1 and B2 certifying staff to support the category A certifying staff. However, such Part-66 category B1 and B2 staff need not always be present at the line station during minor scheduled line maintenance or simple defect rectification.</p> <p>(h) Any organisation maintaining aircraft, except where stated otherwise in paragraph (j) shall:</p> <ol style="list-style-type: none">1. In the case of base maintenance of large aircraft, have appropriate aircraft type rated certifying staff qualified as category C in accordance with Part-66 and 145.A.35. In addition the organisation shall have sufficient aircraft type	
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		<p>rated staff qualified as category B1 and B2 in accordance with Part-66 and 145.A.35 to support the category C certifying staff.</p> <p>(i) B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.</p> <p>(ii) The organisation shall maintain a register of any such B1 and B2 support staff.</p> <p>(iii) The category C certifying staff shall ensure that compliance with paragraph (i) has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.</p> <p>2. in the case of base maintenance of aircraft other than large aircraft have either:</p> <p>(i) appropriate aircraft type rated certifying staff qualified as category B1 and B2 in accordance with Part-66 and 145.A.35.</p> <p style="text-align: center;">or</p> <p>(ii) Appropriate aircraft type rated certifying staff qualified in category C assisted by B1 and B2 support staff as specified in paragraph (1).</p> <p>(i) Component certifying staff shall comply with Part-66.</p> <p>(j) By derogation to paragraphs (g) and (h), the organisation may use certifying staff qualified in accordance with the following provisions:</p>	
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		<ol style="list-style-type: none">1. For organisation facilities located outside the Community territory certifying staff may be qualified in accordance with the national aviation regulations of the State in which the organisation facility is registered subject to the conditions specified in Appendix IV to this Part.2. For line maintenance carried out at a line station of an organisation which is located outside the Community territory, the certifying staff may be qualified in accordance with the national aviation regulations of the State in which the line station is based, subject to the conditions specified in Appendix IV to this Part.3. For a repetitive pre-flight airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence held. However, the organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander or flight engineer can accomplish the airworthiness directive to the required standard.4. In the case of aircraft operating away from a supported location the organisation may issue a limited certification authorisation to the commander and/or the flight engineer on the basis of the flight crew licence held subject to being satisfied that sufficient practical training has been carried out to ensure that the commander or flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in an exposition procedure.5. In the following unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff are available, the organisation contracted to provide maintenance support may issue a one-off certification authorisation:	
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		<p>(i) To one of its employees holding equivalent type authorisations on aircraft of similar technology, construction and systems.</p> <p style="text-align: center;">or</p> <p>(ii) to any person with not less than five years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification provided there is no organisation appropriately approved under this Part at that location and the contracted organisation obtains and holds on file evidence of the experience and the licence of that person. All such cases as specified in this subparagraph shall be reported to the competent authority within seven days of the issuance of such certification authorisation. The organisation issuing the one-off authorisation shall ensure that any such maintenance that could affect flight safety is re-checked by an appropriately approved organisation.</p>	
AMC 145.A.30(a)	Personnel requirements	<p>AM normally intended to mean the chief executive officer of the AMO. Overall (including financial) responsibility for running the organisation. AM may be the AM for more than one organisation. AM is not required to be knowledgeable on technical matters. When the AM is not the CEO, need to demonstrate that he has direct access to CEO and has a sufficiency of 'maintenance funding' allocation.</p>	<i>Overview</i>
AMC 145.A.30(f)	Personnel requirements As amended by ED Decision 2006/11/R	<p>Continued airworthiness non-destructive testing – meaning Appropriately qualified – meaning The European Standard 4179:2000 (EN 4179) National aerospace non destructive testing (NDT) boards Particular non-destructive test – meaning.</p>	<i>Overview</i>



		<p>Any Part-145 AMO that carries out NDT should establish NDT specialist qualification procedures in the MOE and accepted by the authority.</p> <p>Meaning of "officially recognised standard" as per ED Decision 2006/11/R.</p> <p>Boroscopying and other techniques such as delamination coin tapping are non-destructive inspections rather than testing. The Part-145 AMO should establish a procedure in the MOE, accepted by the competent authority, to ensure that personnel who carry out and interpret such inspections are properly trained and assessed for their competence with the process.</p> <p>Non-destructive inspections, not being considered as NDT by Part-145, are not listed in Appendix 2 under class rating D1. The referenced standards, methods, training and procedures should be specified in the MOE.</p> <p>Any personnel who intend to carry out and/or control a non-destructive test for which they were not qualified prior to the effective date of Part-145 should qualify for such test in accordance with EN 4179.</p>	
<p>145.A.35 (a)</p>	<p>Certifying staff and category B1 and B2 support staff</p>	<p>In addition to the appropriate requirements of 145.A.30(g) and (h), the organisation shall ensure that certifying staff and category B1 and B2 support staff have an adequate understanding of the relevant aircraft and/ or components to be maintained together with the associated organisation procedures. In the case of certifying staff, this must be accomplished before the issue or re-issue of the certification authorisation.</p> <p>'Category B1 and B2 support staff' means those category B1 and B2 staff in the base maintenance environment who do not hold necessarily certification privileges.</p> <p>'Relevant aircraft and/or components', means those aircraft or components specified in the particular certification authorisation.</p>	<p><i>Overview</i></p>



		'Certification authorisation' means the authorisation issued to certifying staff by the organisation and which specifies the fact that they may sign certificates of release to service within the limitations stated in such authorisation on behalf of the approved organisation.	
145.A.35 (d)	Certifying staff and category B1 and B2 support staff	The organisation shall ensure that all certifying staff and category B1 and B2 support staff receive sufficient continuation training in each two year period to ensure that such staff have up-to-date knowledge of relevant technology, organisation procedures and human factor issues.	<i>Overview</i>
145.A.35 (f)	Certifying staff and category B1 and B2 support staff	Except where any of the unforeseen cases of 145.A.30(j)(5) apply, the organisation shall assess all prospective certifying staff for their competence, qualification and capability to carry out their intended certifying duties in accordance with a procedure as specified in the exposition prior to the issue or re-issue of a certification authorisation under this Part.	
145.A.47	Production planning	A system appropriate to the amount and complexity of work to plan availability of all necessary resources Planning of tasks and shifts taking into account human performance limitations. Adequate hand over of relevant information when it is required to hand over the continuation or completion of maintenance tasks	<i>Overview</i>
145.A.50	Certification of maintenance	(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance ordered has been properly carried out by the organisation in accordance with the procedures specified in 145.A.70, taking into account the availability and use of the maintenance data specified in 145.A.45 and that there are no non-compliances which are known that hazard seriously the flight safety. (b) A certificate of release to service shall be issued before flight at	<i>Overview</i>



		<p>the completion of any maintenance.</p> <p>(c) New defects or incomplete maintenance work orders identified during the above maintenance shall be brought to the attention of the aircraft operator for the specific purpose of obtaining agreement to rectify such defects or completing the missing elements of the maintenance work order. In the case where the aircraft operator declines to have such maintenance carried out under this paragraph, paragraph (e) is applicable.</p> <p>(d) A certificate of release to service shall be issued at the completion of any maintenance on a component whilst off the aircraft. The authorised release certificate or airworthiness approval tag identified as EASA Form 1 in Appendix I to this Part constitutes the component certificate of release to service. When an organisation maintains a component for its own use, an EASA Form 1 may not be necessary depending upon the organisation's internal release procedures defined in the exposition.</p> <p>(e) By derogation to paragraph (a), when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft limitations. The organisation shall enter such fact in the aircraft certificate of release to service before the issue of such certificate.</p> <p>(f) By derogation to paragraph (a) and 145.A.42, when an aircraft is grounded at a location other than the main line station or main maintenance base due to the non-availability of a component with the appropriate release certificate, it is permissible to temporarily fit a component without the appropriate release certificate for a maximum of 30 flight hours or until the aircraft first returns to the main line station or main maintenance base, whichever is the sooner, subject to the aircraft operator agreement and said component having a suitable release certificate but otherwise in compliance with all applicable maintenance and operational requirements. Such components shall be removed by the above prescribed time limit unless an appropriate release certificate has been obtained in the meantime under paragraph (a) and 145.A.42.</p>	
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<p>145.A.60</p>	<p>Occurrence Reporting</p>	<p>(a) The organisation shall report to the competent authority, the state of registry and the organisation responsible for the design of the aircraft or component any condition of the aircraft or component identified by the organisation that has resulted or may result in an unsafe condition that hazards seriously the flight safety.</p> <p>(b) The organisation shall establish an internal occurrence reporting system as detailed in the exposition to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under paragraph (a). This procedure shall identify adverse trends, corrective actions taken or to be taken by the organisation to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary.</p> <p>(c) The organisation shall make such reports in a form and manner established by the Agency and ensure that they contain all pertinent information about the condition and evaluation results known to the organisation.</p> <p>(d) Where the organisation is contracted by a commercial operator to carry out maintenance, the organisation shall also report to the operator any such condition affecting the operator's aircraft or component.</p> <p>(e) The organisation shall produce and submit such reports as soon as practicable but in any case within 72 hours of the organisation identifying the condition to which the report relates.</p>	<p><i>Overview</i></p>
<p>145.A.65</p>	<p>Safety and quality policy, maintenance procedures and quality system</p>	<p>(a) The organisation shall establish a safety and quality policy for the organisation to be included in the exposition under 145.A.70.</p> <p>(b) The organisation shall establish procedures agreed by the competent authority taking into account human factors and human performance to ensure good maintenance practices and compliance with this Part which shall include a clear work order or contract such that aircraft and components may be released to service in accordance with 145.A.50.</p>	<p><i>Overview</i></p>



		<p>1. The maintenance procedures under this paragraph apply to 145.A.25 to 145.A.95.</p> <p>2. The maintenance procedures established or to be established by the organisation under this paragraph shall cover all aspects of carrying out the maintenance activity, including the provision and control of specialised services and lay down the standards to which the organisation intends to work.</p> <p>3. With regard to aircraft line and base maintenance, the organisation shall establish procedures to minimise the risk of multiple errors and capture errors on critical systems, and to ensure that no person is required to carry out and inspect in relation to a maintenance task involving some element of disassembly/reassembly of several components of the same type fitted to more than one system on the same aircraft during a particular maintenance check. However, when only one person is available to carry out these tasks then the organisation's work card or worksheet shall include an additional stage for re-inspection of the work by this person after completion of all the same tasks.</p> <p>4. Maintenance procedures shall be established to ensure that damage is assessed and modifications and repairs are carried out using data approved by the Agency or by an approved Part-21 design organisation, as appropriate.</p> <p>(c) The organisation shall establish a quality system that includes the following:</p> <p>1. Independent audits in order to monitor compliance with required aircraft/ aircraft component standards and adequacy of the procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft/aircraft components. In the smallest organisations the independent audit part of the quality system may be contracted to another organisation approved under this Part or a person with appropriate technical knowledge and proven satisfactory</p>	
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		<p>audit experience.</p> <p style="text-align: center;">and</p> <p>2. A quality feedback reporting system to the person or group of persons specified in 145.A.30(b) and ultimately to the accountable manager that ensures proper and timely corrective action is taken in response to reports resulting from the independent audits established to meet paragraph (1).</p>	
AMC 145.A.65(a)	Safety and quality policy, maintenance procedures and quality system	Minimum contents of the safety and quality policy.	<i>Overview</i>
AMC 145.A.65(b)	Safety and quality policy, maintenance procedures and quality system Full contents	<p>Maintenance procedures should be held current and reflect best practice.</p> <p>All employees shall report any differences (occurrence reporting). All procedures, and changes, should be verified and validated before use where practicable. Technical procedures should be designed and presented in accordance with good human factors principles.</p>	<i>Overview</i>
AMC 145.A.65(b)(2)	Safety and quality policy, maintenance procedures and quality system Full contents	<p>Specialised services = any specialised activity, such as, but not limited to non destructive testing requiring particular skills and/or qualification.</p> <p>145.A.30(f) covers the qualification of personnel. Need to establish maintenance procedures that cover the control of any specialised process.</p>	<i>Overview</i>
AMC 145.A.65(b)(3)	Safety and quality policy, maintenance procedures and quality system	The purpose of this procedure = minimise the possibility of an error being repeated, compromising more than one system. Examples.	<i>Overview</i>



	<p>As amended by ED Decision 2007/02/R Full contents</p>	<p>Procedures to detect and rectify maintenance errors that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft.</p> <p>The procedure should identify the method for capturing errors, and the maintenance tasks or processes concerned. Maintenance tasks to be primarily reviewed to assess their impact on safety.</p> <p>Additional information to be processed. To prevent omissions, every task / group of tasks should be signed-off.</p> <p>To ensure completion, sign-off only after completion. Work by unauthorised personnel to be checked before sign-off. The grouping of tasks should allow critical steps to be clearly identified.</p> <p>Meaning of the "sign-off" statement. Meaning of "authorised personnel" (not necessarily being "certifying staff").</p> <p>Ensuring that CDCCL are not compromised. Procedures when necessary.</p> <p>Attention to adverse effects of any wiring change (i.e. segregation of fuel gauging wiring system = CDCCL). Prevention through training.</p> <p>The importance of maintaining ignition prevention features properly.</p>	
<p>145.A.70</p>	<p>Maintenance organisation exposition</p>	<p>(a) 'Maintenance organisation exposition' means the document or documents that contain the material specifying the scope of work deemed to constitute approval and showing how the organisation intends to comply with this Part.</p> <p>The organisation shall provide the competent authority with a maintenance organisation exposition, containing the following information:</p>	<p><i>Overview</i></p>



		<ol style="list-style-type: none">1. A statement signed by the accountable manager confirming that the maintenance organisation exposition and any referenced associated manuals define the organisation's compliance with this Part and will be complied with at all times. When the accountable manager is not the chief executive officer of the organisation then such chief executive officer shall countersign the statement;2. The organisation's safety and quality policy as specified by 145.A.65.3. The title(s) and name(s) of the persons nominated under 145.A.30(b).4. The duties and responsibilities of the persons nominated under 145.A.30 (b), including matters on which they may deal directly with the competent authority on behalf of the organisation;5. an organisation chart showing associated chains of responsibility between the persons nominated under 145.A.30(b).6. A list of certifying staff and B1 and B2 support staff.7. A general description of manpower resources.8. A general description of the facilities located at each address specified in the organisation's approval certificate.9. A specification of the organisation's scope of work relevant to the extent of approval.10. The notification procedure of 145.A.85 for organisation changes.11. The maintenance organisation exposition amendment procedure.	
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		<p>12. The procedures and quality system established by the organisation under 145.A.25 to 145.A.90.</p> <p>13. A list of commercial operators, where applicable, to which the organisation provides an aircraft maintenance service.</p> <p>14. A list of subcontracted organisations, where applicable, as specified in 145.A.75(b).</p> <p>15. A list of line stations, where applicable, as specified in 145.A.75(d).</p> <p>16. A list of contracted organisations, where applicable.</p> <p>(b) The exposition shall be amended as necessary to remain an up-to-date description of the organisation. The exposition and any subsequent amendment shall be approved by the competent authority.</p> <p>(c) Notwithstanding paragraph (b) minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval).</p>	
<p>145.A.75</p>	<p>Privileges of the organisation</p>	<p>In accordance with the exposition, the organisation shall be entitled to carry out the following tasks:</p> <p>(a) Maintain any aircraft and/or component for which it is approved at the locations identified in the approval certificate and in the exposition;</p> <p>(b) Arrange for maintenance of any aircraft or component for which it is approved at another organisation that is working under the quality system of the organisation. This refers to work being carried out by an organisation not itself appropriately approved to carry out such maintenance under this Part and is limited to the work scope permitted under 145.A.65(b) procedures. This work scope shall not include a base maintenance check of an aircraft or a complete</p>	<p><i>Overview</i></p>



		<p>workshop maintenance check or overhaul of an engine or engine module.</p> <p>(c) Maintain any aircraft or any component for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance, subject to the conditions specified in the exposition;</p> <p>(d) Maintain any aircraft and/or component for which it is approved at a location identified as a line maintenance location capable of supporting minor maintenance and only if the organisation exposition both permits such activity and lists such locations;</p> <p>(e) Issue certificates of release to service in respect of completion of maintenance in accordance with 145.A.50.</p>	
<p>AMC 145.A.75(b) 1,3</p>	<p>Privileges of the organisation</p>	<p>Explanation of “working under the quality system of an organisation appropriately approved under Part-145”: an organisation not appropriately Part-145 approved may carry out aircraft line maintenance / minor engine maintenance / maintenance of components / specialised services as a subcontractor for an organisation appropriately Part-145 approved.</p> <p>Obligation to have a procedure for control of such subcontractors in order for the organisation to be approved to subcontract.</p> <p>An AMO carrying out maintenance for another AMO within its own approval scope is not a “subcontractor” for the purpose of this paragraph.</p> <p>FAR 145 is more restrictive about activities that can be contracted or sub-contracted - any listing of contracted / sub-contracted organisations should identify which meet Part-145 criteria and which meet FAR 145 criteria.</p> <p>Meaning of “maintenance of engines or engine modules other than a complete workshop maintenance check or overhaul”.</p> <p>Fundamentals of sub-contracting under Part-145.</p>	<p><i>Overview</i></p>



		<p>Reasons for allowing a Part-145 AMO to sub-contract maintenance tasks.</p> <p>Meaning of "maintenance carried out under the sub-contract control system".</p> <p>Implications for sub-contractor's facilities, personnel and procedures.</p> <p>Organisation's responsibility to ensure such requirements are satisfied.</p> <p>Organisation is not required to have complete facilities for sub-contracted maintenance but should have its own expertise to determine that the sub-contractor meets the necessary standards.</p> <p>Organisation cannot be approved unless it has the in-house facilities, procedures, expertise to carry out majority of maintenance for which it wishes to be approved in terms of class ratings.</p> <p>Use of specialist subcontractors to certify the release to service of particular products. Need to demonstrate the necessary expertise and procedures to control such sub-contractors.</p> <p>Organisation working outside the scope of its approval schedule. Sub-contract control of another organisation Part-145 approved. Authorisation to sub-contract is indicated by acceptance of MOE having a specific procedure on the control of sub-contractors. Part-145 procedures for the control of subcontractors not Part-145 approved.</p> <p>Pre-audit procedure. Purpose. Assessment of foreseen use of the sub-contractor's facilities. Paperwork, personnel, approved data and material/spare parts to be used.</p> <p>Use of tools, equipment and personnel from the sub-contractor. Supervision of inspection and release from the sub-contractor. Using own staff or authorising the sub-contractor's staff. Issuance of the certificate of release to service.</p>	
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		<p>The certificate of release to service and the EASA Form 1 to be issued always under the maintenance organisation approval reference.</p> <p>The sub-contract control procedure – requirements. Revocation process for sub-contractors who do not meet the requirements.</p> <p>Audit of the sub-contract control section / sample audit of sub-contractors.</p> <p>The contract should contain a provision for the competent authority and EASA to have right of access to the sub-contractor.</p>	
145.A.90 (a)	Continued validity	<p>An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <ol style="list-style-type: none"> 1. the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under 145.B.40 <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. the competent authority being granted access to the organisation to determine continued compliance with this Part; and 3. the certificate not being surrendered or revoked. 	<i>Overview</i>
145.A.95	Findings	<p>(a) A level 1 finding is any significant non-compliance with Part-145 requirements which lowers the safety standard and hazards seriously the flight safety.</p> <p>(b) A level 2 finding is any non-compliance with the Part-145 requirements which could lower the safety standard and possibly hazard the flight safety.</p> <p>(c) After receipt of notification of findings according to 145.B.50, the holder of the maintenance organisation approval shall define a</p>	<i>Overview</i>



		corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.	
Annex III - Part 66			
66.1	Competent Authority	The competent authority shall be the authority designated by the Member State to whom a person applies for the issuance of an AML.	<i>Overview</i>
Section A Technical requirements			
Subpart A Aircraft maintenance licence aeroplanes and helicopters			
66.A.1	Scope	<p>(a) This section establishes the requirements for the issue of an AML and conditions of its validity and use, for aeroplanes and helicopters of the following categories:</p> <ul style="list-style-type: none"> - Category A - Category B1 - Category B2 - Category C <p>(b) Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines.</p> <p>The subcategories are:</p> <ul style="list-style-type: none"> - A1 and B1.1 Aeroplanes Turbine - A2 and B1.2 Aeroplanes Piston - A3 and B1.3 Helicopters Turbine - A4 and B1.4 Helicopters Piston 	<i>Overview</i>
66.A.10	Application	An application for an aircraft maintenance licence or amendment to such licence shall be made on EASA Form 19 and in a manner established by the competent authority and submitted thereto. An application for the amendment to an aircraft maintenance licence shall be made to the competent authority that issued the aircraft	<i>Overview</i>



		maintenance licence.	
AMC 66.A.10	Application	<p>1. Maintenance experience should be written up in a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task by task account is not necessary but at the same time a bland statement "X years maintenance experience completed" is not acceptable. A log book of maintenance experience is desirable and some competent authorities may require such log book to be kept. It is acceptable to cross refer in the EASA Form 19 to other documents containing information on maintenance.</p> <p>2. Applicants claiming the maximum reduction in 66.A.30(a) total experience based upon having successfully completed 147.A.200 approved basic training, should include the Part-147 certificate of recognition for approved basic training.</p> <p>3. Applicants claiming reduction in 66.A.30(a) total experience based upon having successfully completed technical training in an organisation or institute recognised by the competent authority as a competent organisation or institute, should include the relevant certificate of successful completion of training.</p>	<i>Overview</i>
66.A.15	Eligibility	An applicant for an aircraft maintenance licence shall be at least 18 years of age.	<i>Overview</i>
66.A.20	Privileges	<p>(a) Subject to compliance with paragraph (b), the following privileges shall apply:</p> <p>1. A category A aircraft maintenance licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the authorisation. The certification privileges shall be restricted to work that the licence holder has personally performed in a Part-145 organisation.</p>	



		<p>2. A category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, powerplant and mechanical and electrical systems.</p> <p>Replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, shall also be included in the privileges. Category B1 shall automatically include the appropriate A subcategory.</p> <p>3. A category B2 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance on avionic and electrical systems.</p> <p>4. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety in a Part-145 organisation.</p> <p>(b) The holder of an aircraft maintenance licence may not exercise certification privileges unless:</p> <ol style="list-style-type: none">1. in compliance with the applicable requirements of Part-M and/or Part-145.2. In the preceding two-year period he/she has, either had six months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of the appropriate privileges.3. he/she is able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written.	
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AMC 66.A.20 (a)	Privileges	Definitions of line and base maintenance. What line maintenance can include. Tasks outside these criteria to be considered base maintenance. Aircraft maintained i.a.w. "progressive" type programmes.	<i>Overview</i>
GM 66.A.20 (a)	Privileges	Individual AML holders need not be restricted to a single category. Provided that each qualification requirement is satisfied, any combination of categories may be granted. Tasks permitted by 66.A.20(a)1 to be certified under cat. A certification authorisation. Meaning of "minor scheduled line maintenance". Criteria according to which category B1 licence permits certification of work involving avionic systems. Category B2 need to be qualified as Cat A in order to carry out simple mechanical tasks and be able to make certifications for such work. What the Cat C certification authorisation permits. The basis for this certification. The principal function of the category C certifying staff.	<i>Overview</i>
GM 66.A.20 (b)3	Privileges	Holders of a Part-66 AML may not exercise certification privileges unless they have a general knowledge of language used within the maintenance environment including common aeronautical terms in the language. What the level of knowledge should be (details). Level of understanding to be compatible with level of certification privileges exercised.	<i>Overview</i>
66.A.25	Basic knowledge requirements	(a) An applicant for an AML or the addition of a category or subcategory to AML shall demonstrate, by examination, a level of knowledge in the appropriate subject modules i.a.w. Appendix I to this Part.	<i>Overview</i>



		<p>Basic knowledge examinations to be conducted by a Part-147 training organisation or by the competent authority.</p> <p>(b) Full/partial credit against basic knowledge requirements and associated examination shall be given for any other technical qualification considered equivalent by the competent authority to the knowledge standard of this Part. Such credits shall be established i.a.w. Section B, Subpart E.</p>	
66.A.30	Experience requirements	<p>(a) An applicant for an aircraft maintenance licence shall have acquired:</p> <p style="padding-left: 40px;">1. for category A and subcategories B1.2 and B1.4:</p> <p style="padding-left: 80px;">(i) three years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training.</p> <p style="text-align: center;">or</p> <p style="padding-left: 80px;">(ii) two years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker, in a technical trade.</p> <p style="text-align: center;">or</p> <p style="padding-left: 80px;">(iii) one year of practical maintenance experience on operating aircraft and completion of a Part-147 approved basic training course.</p>	<i>Overview</i>
66.A.45	Type/task training and ratings	<p>(a) The holder of a category A aircraft maintenance licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant category A aircraft task training carried out by an appropriately approved Part-145 or Part-147 organisation. The training shall include practical hands on training and theoretical training as appropriate for each task</p>	<i>Overview</i>



		<p>authorised. Satisfactory completion of training shall be demonstrated by an examination and/or by workplace assessment carried out by an appropriately approved Part-145 or Part-147 organisation.</p> <p>(b) Except as otherwise specified in paragraph (g), the holder of a category B1, B2 or C aircraft maintenance licence shall only exercise certification privileges on a specific aircraft type when the aircraft maintenance licence is endorsed with the appropriate aircraft type rating.</p> <p>(c) Except as otherwise specified in paragraph (h), ratings shall be granted following satisfactory completion of the relevant category B1, B2 or C aircraft type training approved by the competent authority or conducted by an appropriately approved Part-147 maintenance training organisation.</p> <p>(d) Category B1 and B2 approved type training shall include theoretical and practical elements and consist of the appropriate course in relation to the 66.A.20(a) privileges. Theoretical and practical training shall comply with Appendix III to this Part.</p> <p>(e) Category C approved type training shall comply with Appendix III to this Part. In the case of a category C person qualified by holding an academic degree as specified in 66.A.30(a), (5), the first relevant aircraft type theoretical training shall be at the category B1 or B2 level. Practical training is not required.</p> <p>(f) Completion of approved aircraft type training, as required by paragraphs (b) to (e), shall be demonstrated by an examination. The examination shall comply with Appendix III to this Part. The examinations in respect of category B1 or B2 or C aircraft type ratings shall be conducted by training organisations appropriately approved under Part-147, the competent authority, or the training organisation conducting the approved type training course.</p> <p>(g) Notwithstanding paragraph (b), for aircraft other than large aircraft, the holder of a category B1 or B2 aircraft maintenance licence may also exercise certification privileges, when the aircraft maintenance licence is endorsed with the appropriate group ratings,</p>	
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		<p>or manufacturer group ratings, unless the Agency has determined that the complexity of the aircraft in question requires a type rating.</p> <ol style="list-style-type: none">1. Manufacturer group ratings may be granted after complying with the type rating requirements of two aircraft types representative of the group from the same manufacturer.2. Full group ratings may be granted after complying with the type rating requirements of three aircraft types representative of the group from different manufacturers. However, no full group rating may be granted to B1 multiple turbine engine aeroplanes, where only manufacturer group rating applies.3. The groups shall consist of the following:<ol style="list-style-type: none">(i) for category B1 or C:<ul style="list-style-type: none">— helicopter piston engine— helicopter turbine engine— aeroplane single piston engine — metal structure— aeroplane multiple piston engines — metal structure— aeroplane single piston engine — wooden structure— aeroplane multiple piston engines — wooden structure— aeroplane single piston engine — composite structure— aeroplane multiple piston engines — composite structure— aeroplane turbine — single engine— aeroplane turbine — multiple engine(ii) for category B2 or C:<ul style="list-style-type: none">— aeroplane— helicopter <p>(h) Notwithstanding paragraph (c), ratings on aircraft other than large aircraft may also be granted, subject to satisfactory completion of the relevant category B1, B2 or C aircraft type examination and demonstration of practical experience on the aircraft type, unless the Agency has determined that the aircraft is complex, where paragraph 3 approved type training is required. In the case of a category C ratings on aircraft other than large</p>	
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		<p>aircraft, for a person qualified by holding an academic degree as specified in 66.A.30 (a), (5), the first relevant aircraft type examination shall be at the category B1 or B2 level.</p> <ol style="list-style-type: none"> 1. Category B1, B2 and C approved type examinations must consist of a mechanical examination for category B1 and an avionics examination for category B2 and both mechanical and avionics examination for category C. 2. The examination shall comply with Appendix III to this Part. The examination shall be conducted by training organisations appropriately approved under Part-147, or by the competent authority. 3. Aircraft type practical experience shall include a representative cross section of maintenance activities relevant to the category. 	
AMC 66.A.45 (e)	Type/task training and ratings	Cat C certifying staff may not carry out duties of category B1 or B2 or equivalent within base maintenance unless they hold the relevant B1 or B2 cat and have passed type training corresponding to the relevant B1 or B2 cat	<i>Overview</i>
66.A.55	Evidence of qualification	Personnel exercising certification privileges must produce their licence, as evidence of qualification, if requested by an authorised person, within 24 hours.	<i>Overview</i>
66.A.70	Conversion provisions	<p>(a) The holder of a certifying staff qualification valid in a Member State, prior to the date of entry into force of this Part shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300.</p> <p>(b) A person undergoing a qualification process valid in a Member State, prior to the date of entry into force of this Part may continue to be qualified. The holder of a qualification gained following such qualification process shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300</p>	



		(c) Where necessary, the aircraft maintenance licence shall contain technical limitations in relation to the scope of the pre-existing qualification.	
Subpart B - Aircraft other than aeroplanes and helicopters			
AMC 66.A.100	General	Until such time as this Part specifies a requirement for certifying staff of aircraft other than aeroplanes and helicopters, the relevant Member State regulation shall apply.	<i>Overview</i>
Subpart C - Components			
AMC 66.A.200	General	Until such time as this Part specifies a requirement for certifying components, the relevant Member State regulation shall apply.	<i>Overview</i>
Annex IV - Part 147			
147.1	Competent Authority	The Competent Authority for organisations: <ul style="list-style-type: none"> • having their principle place of business in a Member State; • having their principle place of business located in a third country 	<i>Overview</i>
Section A Technical requirements			
Subpart A General			
147.A.05	Scope	This Section establishes the requirements to be met by organisations seeking approval to conduct training & examination as specified in Part-66.	<i>Overview</i>
147.A.10	General	A training organisation shall be an organisation or part of an organisation registered as a legal entity.	<i>Overview</i>



Subpart B Organisation requirements			
147.A.100 (a)	Facility requirements	The size and structure of facilities shall ensure protection from the prevailing weather elements and proper operation of all planned training and examination on any particular day.	<i>Overview</i>
147.A.100 (b)	Facility requirements	Fully enclosed appropriate accommodation separate from other facilities shall be provided for the instruction of theory and the conduct of knowledge examinations. 1. The maximum number of students undergoing knowledge training during any training course shall not exceed 28. 2. The size of accommodation for examination purposes shall be such that no student can read the paperwork or computer screen of any other student from his/her position during examinations.	<i>Overview</i>
147.A.100 (d)	Facility requirements	In the case of a basic training course, basic training workshops and/or maintenance facilities separate from training classrooms shall be provided for practical instruction appropriate to the planned training course. If, however, the organisation is unable to provide such facilities, arrangements may be made with another organisation to provide such workshops and/or maintenance facilities, in which case a written agreement shall be made with such organisation specifying the conditions of access and use thereof. The competent authority shall require access to any such contracted organisation and the written agreement shall specify this access.	<i>Overview</i>
147.A.100 (e)	Facility requirements	In the case of an aircraft type/task training course access, shall be provided to appropriate facilities containing examples of aircraft type as specified in 147. A.115(d).	<i>Overview</i>
147.A.100 (f)	Facility requirements	The maximum number of students undergoing practical training during any training course shall not exceed 15 per supervisor or assessor.	<i>Overview</i>



147.A.100 (h)	Facility requirements	Secure storage facilities shall be provided for examination papers and training records. The storage environment shall be such that documents remain in good condition for the retention period as specified in 147.A.125. The storage facilities and office accommodation may be combined, subject to adequate security.	<i>Overview</i>
147.A.105	Personnel requirements	<p>(a) The organisation shall appoint an accountable manager who has corporate authority for ensuring that all training commitments can be financed and carried out to the standard required by this Part.</p> <p>(b) A person or group of persons, whose responsibilities include ensuring that the maintenance training organisation is in compliance the requirements of this Part, shall be nominated. Such person(s) must be responsible to the accountable manager. The senior person or one person from the group of persons may also be the accountable manager subject to meeting the requirements for the accountable manager as defined in paragraph (a).</p> <p>(c) The maintenance training organisation shall contract sufficient staff to plan/ perform knowledge and practical training, conduct knowledge examinations and practical assessments in accordance with the approval.</p> <p>(d) By derogation to paragraph (c), when another organisation is used to provide practical training and assessments, such other organisation's staff may be nominated to carry out practical training and assessments.</p> <p>(e) Any person may carry out any combination of the roles of instructor, examiner and assessor, subject to compliance with paragraph (f).</p> <p>(f) The experience and qualifications of instructors, knowledge examiners and practical assessors shall be established as an officially recognised standard.</p>	<i>Overview</i>



		<p>(g) The knowledge examiners and practical assessors shall be specified in the organisation exposition for the acceptance of such staff.</p> <p>(h) Instructors and knowledge examiners shall undergo updating training at least every 24 months relevant to current technology, practical skills, human factors and the latest training techniques appropriate to the knowledge being trained or examined.</p>	
147.A.120	Maintenance training material	<p>(a) Maintenance training course material shall be provided to the student and cover as applicable:</p> <ol style="list-style-type: none"> 1. the basic knowledge syllabus specified in Part-66 for the relevant aircraft maintenance licence category or subcategory <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. the type course content required by Part-66 for the relevant aircraft type and aircraft maintenance licence category or subcategory. <p>(b) Students shall have access to examples of maintenance documentation and technical information of the library as specified in 147.A.100(i).</p>	<i>Overview</i>
147.A.125	Records	<p>MTO shall keep all student training, examination and assessment records for at least five years following completion of the particular student's course.</p>	<i>Overview</i>
147.A.130	Training procedures and quality system	<p>(a) The organisation shall establish procedures acceptable to the competent authority to ensure proper training standards and compliance with all relevant requirements in this Part.</p> <p>(b) The organisation shall establish a quality system including:</p>	<i>Overview</i>



		<p>1. an independent audit function to monitor training standards, the integrity of knowledge examinations and practical assessments, compliance with and adequacy of the procedures.</p> <p style="text-align: center;">and</p> <p>2. a feedback system of audit findings to the person(s) and ultimately to the accountable manager referred to in 147.A.105(a) to ensure, as necessary, corrective action.</p>	
<p>147.A.140</p>	<p>Maintenance training organisation exposition</p>	<p>(a) The organisation shall provide an exposition for use by the organisation describing the organisation and its procedures and containing the following information:</p> <ol style="list-style-type: none"> 1. A statement signed by the accountable manager confirming that the maintenance training organisation exposition and any associated manuals define the maintenance training organisation's compliance with this Part and shall be complied with at all times. 2. The title(s) and name(s) of the person(s) nominated in accordance with 147.A.105(b). 3. The duties and responsibilities of the person(s) specified in subparagraph 2, including matters on which they may deal directly with the competent authority on behalf of the maintenance training organisation. 4. A maintenance training organisation chart showing associated chains of responsibility of the person(s) specified in paragraph (a)(2). 5. A list of the training instructors, knowledge examiners and practical assessors. 6. A general description of the training and examination facilities located at each address specified in the maintenance training organisation's approval certificate, and if appropriate 	<p><i>Overview</i></p>



		<p>any other location, as required by 147.A.145(b).</p> <p>7. A list of the maintenance training courses which form the extent of the approval.</p> <p>8. The maintenance training organisation's exposition amendment procedure.</p> <p>9. The maintenance training organisation's procedures, as required by 147.A.130(a).</p> <p>10. The maintenance training organisation's control procedure, as required by 147.A.145(c), when authorised to conduct training, examination and assessments in locations different from those specified in 147.A.145(b).</p> <p>11. A list of the locations pursuant to 147.A.145(b).</p> <p>12. A list of organisations, if appropriate, as specified in 147.A.145(d).</p> <p>(b) The maintenance training organisation's exposition and any subsequent amendments shall be approved by the competent authority.</p> <p>(c) Notwithstanding paragraph (b) minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval).</p>	
<p>147.A.145 (a)</p>	<p>Privileges of the maintenance training organisation</p>	<p>The maintenance training organisation may carry out the following as permitted by and in accordance with the maintenance training organisation exposition:</p> <ol style="list-style-type: none"> 1. Basic training courses to the Part-66 syllabus, or part thereof. 2. Aircraft type/task training courses in accordance with Part-66. 3. The examinations on behalf of the competent authority, including the examination of students who did not attend the basic or aircraft 	



		<p>type training course at the maintenance training organisation.</p> <p>4. the issue of certificates in accordance with Appendix III following successful completion of the approved basic or aircraft type training courses and examinations specified in subparagraphs (a)(1), (a)(2) and (a)(3), as applicable.</p>	
147.A.145 (b)	Privileges of the maintenance training organisation	<p>Training, knowledge examinations and practical assessments may only be carried out at the locations identified in the approval certificate and/or at any location specified in the maintenance training organisation exposition.</p>	<i>Overview</i>
147.A.145 (c)	Privileges of the maintenance training organisation	<p>By derogation to paragraph (b), the maintenance training organisation may only conduct training, knowledge examinations and practical assessments in locations different from the paragraph (b) locations in accordance with a control procedure specified in the maintenance training organisation exposition.</p> <p>Such locations need not be listed in the maintenance training organisation exposition.</p>	<i>Overview</i>
147.A.145 (d)	Privileges of the maintenance training organisation	<p>1. The maintenance training organisation may subcontract the conduct of basic theoretical training, type training and related examinations to a non maintenance training organisation only when under the control of the maintenance training organisation quality system.</p> <p>2. The subcontracting of basic theoretical training and examination is limited to Part-66, Appendix I, Modules 1, 2, 3, 4, 5, 6, 8, 9 and 10.</p> <p>3. The subcontracting of type training and examination is limited to powerplant and avionic systems.</p>	<i>Overview</i>



<p>147.A.155</p>	<p>Continued validity</p>	<p>(a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <ol style="list-style-type: none"> 1. The organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under 147.B.130. <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 2. the competent authority being granted access to the organisation to determine continued compliance with this Part <p style="text-align: center;">and</p> <ol style="list-style-type: none"> 3. the certificate not being surrendered or revoked. <p>(b) Upon surrender or revocation, the approval shall be returned to the competent authority.</p>	
<p>AMC 147.B.130</p>	<p>Findings</p>	<p>(a) A level 1 finding is one or more of the following:</p> <ol style="list-style-type: none"> 1. any significant non-compliance with the examination process which would invalidate the examination(s), 2. failure to give the competent authority access to the organisation's facilities during normal operating hours after two written requests, 3. the lack of an accountable manager, 4. a significant non-compliance with the training process. <p>(b) A level 2 finding is any non-compliance with the training process other than level 1 findings.</p> <p>(c) After receipt of notification of findings according to 147.B.130, the holder of the maintenance training organisation approval shall</p>	<p><i>Overview</i></p>



		define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.	
SECTION B PROCEDURE FOR COMPETENT AUTHORITIES			
Subpart A General			
M.B.101	Scope	This Section establishes the administrative requirements to be followed by the competent authorities in charge of the application and the enforcement of Section A of this Part.	<i>Overview</i>
M.B.103	Acceptable means of compliance	The Agency shall develop acceptable means of compliance that the Member States may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.	<i>Overview</i>
Subpart C Continuing airworthiness			
M.B.301	Maintenance programme	<p>(a) The competent authority shall verify that the maintenance programme is in compliance with M.A.302.</p> <p>(b) Except where stated otherwise in M.A.302(e) the maintenance programme and its amendments shall be approved directly by the competent authority.</p> <p>(c) In the case of indirect approval, the maintenance programme procedure shall be approved by the competent authority through the continuing airworthiness management exposition.</p> <p>(d) In order to approve a maintenance programme according to paragraph (b), the competent authority shall have access to all the data required in M.A.302 (c) and (d).</p>	<i>Overview</i>



<p>M.B.303</p>	<p>Aircraft continuing airworthiness monitoring</p>	<p>(a) Every competent authority shall develop a survey programme to monitor the airworthiness status of the fleet of aircraft on its register.</p> <p>(b) The survey programme shall include sample product surveys of aircraft.</p> <p>(c) The programme shall be developed taking into account the number of aircraft on the register, local knowledge and past surveillance activities.</p> <p>(d) The product survey shall focus on a number of key risk airworthiness elements and identify any findings. Furthermore, the competent authority shall analyse each finding to determine its root cause.</p> <p>(e) All findings shall be confirmed in writing to the person or organisation accountable according to M.A.201.</p> <p>(f) The competent authority shall record all findings, closure actions and recommendations.</p> <p>(g) If during aircraft surveys evidence is found showing non-compliance to a Part-M requirement, the competent authority shall take actions in accordance with M.B.903.</p> <p>(h) If the root cause of the finding identifies a non-compliance with any Subpart or with another Part, the non-compliance shall be dealt with as prescribed by the relevant Part.</p> <p>(i) In order to facilitate appropriate enforcement action, competent authorities shall exchange information on non-compliances identified in accordance with paragraph (h).</p>	<p><i>Overview</i></p>
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Subpart D Maintenance standards			
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Subpart E Components			
Subpart F Maintenance organisation			
M.B.603 (a)	Issue of approval	(a) The competent authority shall issue to the applicant an EASA Form 3 approval certificate (Appendix V) which includes the extent of approval, when the maintenance organisation is in compliance with the applicable paragraphs of this Part.	<i>Overview</i>
Subpart G Continuing Airworthiness Management Organisation			
M.B.703 (a)	Issue of approval	(a) The competent authority shall issue to the applicant an EASA Form 14 approval certificate (Appendix VI) which includes the extent of approval, when the continuing airworthiness management organisation is in compliance with M.A. Subpart G.	<i>Overview</i>
SUBPART H CERTIFICATE OF RELEASE TO SERVICE – CRS			
SUBPART I AIRWORTHINESS REVIEW CERTIFICATE			
M.B.901	Assessment of recommendations Overview	Upon receipt of an application and associated airworthiness review certificate recommendation in accordance with M.A.902(d): 1. Appropriate qualified personnel from the competent authority shall verify that the compliance statement contained in the recommendation demonstrates that a complete M.A.710 airworthiness review has been carried out. 2. The competent authority shall investigate and may request further information to support the assessment of the recommendation.	<i>Overview</i>
M.B.902 (a)	Airworthiness review by the competent authority	(a) When the competent authority decides to carry out the airworthiness review and issue the airworthiness review certificate EASA Form 15a (Appendix III), the competent authority shall carry out an airworthiness review in accordance with the prescriptions of M.A.710.	<i>Overview</i>



Annex II Part 145			
145.B.01	Scope	This section establishes the administrative procedures which the competent authority shall follow when exercising its tasks and responsibilities regarding issuance, continuation, change, suspension or revocation of Part-145 maintenance organisation approvals.	<i>Overview</i>
145.B.15	Organisations located in several Member States	Where maintenance facilities are located in more than one Member State the investigation and continued oversight of the approval must be carried out in conjunction with the competent authorities from the Member States in whose territory the other maintenance facilities are located.	<i>Overview</i>
145.B.17	Acceptable means of compliance	The Agency shall develop acceptable means of compliance that the Member States may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.	<i>Overview</i>
145.B.25	Issue of approval	<p>1. The competent authority shall formally approve the exposition and issue to the applicant a Form 3 approval certificate, which includes the approval ratings. The competent authority shall only issue a certificate when the organisation is in compliance with Part-145.</p> <p>2. The competent authority shall indicate the conditions of the approval on the Form 3 approval certificate.</p> <p>3. The reference number shall be included on the Form 3 approval certificate in a manner specified by the Agency.</p>	<i>Overview</i>
AMC 145.B.25(1)	Issue of approval	1. For approvals involving more than one Member State the approval should be granted in conjunction with the Member State in whose territory the other maintenance facilities are located. For practical reasons it is recommended that the initial approval should	<i>Overview</i>



		<p>be granted on the basis of a joint audit visit by the approving Member State and the Member State in whose country the facility is located. Audits related to the renewal of the approval should be delegated to the Member State in whose territory the facility is located with the audit form and recommendation submitted to the approving Member State.</p> <p>2. The approval should be based only upon the organisational capability (including any associated sub-contractors) relative to Part-145 and not limited by reference to EASA/national type certificated products. For example, if the organisation is capable of maintaining within the limitation of Part-145 the Boeing 737-200 series aircraft the approval schedule should state A1 Boeing 737-200 series and not Boeing 737-2H6 which is a particular airline designator for one of many -200 series.</p> <p>3. The competent authority should indicate approval of the exposition in writing.</p>	
Annex III Part 66			
66.B.15	Acceptable means of compliance	The Agency shall develop acceptable means of compliance that the Member States may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.	<i>Overview</i>
66.B.25	Mutual exchange of information	<p>(a) In order to contribute to the improvement of air safety, the competent authorities shall participate in a mutual exchange of all necessary information in accordance with Article 11 of the basic Regulation.</p> <p>(b) Without prejudice to the competencies of the Member States, in the case of a potential safety threat involving several Member States, the concerned competent authorities shall assist each other in carrying out the necessary oversight action.</p>	<i>Overview</i>



Subpart B Issue of an aircraft maintenance license			
66.B.105	Procedure for the issue of an aircraft maintenance licence via the Part-145 approved maintenance organisation	<p>(a) A Part-145 maintenance organisation which has been authorised to carry out this activity by the competent authority may prepare the aircraft maintenance licence on behalf of the competent authority or make recommendations to the competent authority regarding the application from an individual for a aircraft maintenance licence so that the competent authority may prepare and issue such licence.</p> <p>(b) The Part-145 maintenance organisation shall ensure compliance with 66.B.100 (a) and (b). In all cases, the competent authority shall issue the aircraft maintenance licence to the applicant.</p>	<i>Overview</i>
AMC 66.B.110 to 115	Aircraft type endorsement should use the standard codes contained in Appendix I.		<i>Overview</i>
Subpart D Conversion of national qualifications			
66.B.300	General	<p>(a) The competent authority may only perform the conversion specified in 66. A.70 in accordance with a conversion report prepared pursuant to paragraph 66.B.305 or 66.B.310, as applicable.</p> <p>(b) The conversion report shall be either developed by the competent authority or approved by the competent authority.</p>	<i>Overview</i>
Subpart E Examination credit			
66.B.400	General	<p>(a) The competent authority may only grant examination credit on the basis of an examination credit report prepared in accordance with 66.B.405.</p> <p>(b) The examination credit report must be either developed by the competent authority or approved by the competent authority.</p>	<i>Overview</i>



Subpart F Revocation, suspension or limitation of the AML			
66.B.500	Revocation, suspension or limitation of the aircraft maintenance licence	<p>The competent authority shall suspend, limit or revoke the aircraft maintenance licence where it has identified a safety issue or if it has clear evidence that the person has carried out or been involved in one or more of the following activities:</p> <ol style="list-style-type: none">1. Obtaining the aircraft maintenance licence and/or the certification privileges by falsification of submitted documentary evidence.2. Failing to carry out requested maintenance combined with failure to report such fact to the organisation or person who requested the maintenance.3. Failing to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out.4. Negligent maintenance.5. Falsification of the maintenance record.6. Issuing a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such maintenance has been carried out.7. Carrying out maintenance or issuing a certificate of release to service when adversely affected by alcohol or drugs.8. Issuing certificate of release to service while not in compliance with this Part.	<i>Overview</i>



Annex IV Part 147			
Subpart A General			
147.B.05	Scope	This section establishes the administrative requirements to be followed by the competent authorities in charge of the application and the enforcement of Section A of this Part.	<i>Overview</i>
147.B.15	Acceptable means of compliance	The Agency shall develop acceptable means of compliance that the competent authority may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.	<i>Overview</i>
Subpart B Issue of an approval			
147.B.100	General	<p>(a) An application for maintenance training organisation initial approval or variation of an maintenance training organisation approval shall be made on a form and in a manner established by the competent authority.</p> <p>(b) The maintenance training organisation approval shall be granted to the organisation by the competent authority.</p> <p>(c) Notwithstanding the above, an organisation not registered as an EU legal person shall make an application for initial approval or variation of a maintenance training organisation approval on a form and in a manner established by the Agency.</p>	<i>Overview</i>
147.B.120	Continued validity procedure	<p>(a) Each organisation must be completely audited for compliance with this Part at periods not exceeding 24 months.</p> <p>(b) Findings shall be processed in accordance with 147.B.130.</p>	<i>Overview</i>
147.B.125	Maintenance training organisation approval certificate	The maintenance training organisation approval certificate format shall be as detailed in Appendix II.	<i>Overview</i>



147.B.130	Findings	<p>(a) Failure to complete the rectification of any level 1 finding within three days of written notification shall entail revocation, suspension or limitation by the competent authority, of the maintenance training organisation approval in whole or in part.</p> <p>(b) Action shall be taken by the competent authority to revoke, limit or suspend in whole or part the approval in case of failure to comply within the time scale granted by the competent authority in the case of a level 2 finding.</p>	<i>Overview</i>
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