



## **Course Syllabus**

Revision 05.11.2008

# **Continuing Airworthiness Requirements (Commercial Air Transport)**

## **Part-M (CAT)**

### ***Detailed Course***

#### **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 + 707/2006**
- F. General overview of Part-M**
- G. Cross-reference between Part-M 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

<b>Article 1</b>	<b>Scope</b>	<p style="text-align: center;"><b>(j) Applicability of the Basic Regulation to products, parts and appliances</b></p> <p>This Regulation shall apply to:</p> <ul style="list-style-type: none"><li>(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</li><li>(b) Personnel and organisations involved in the operation of aircraft.</li></ul>	
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### Chapter II Substantive requirements

<b>Article 4</b>	<b>Basic principles and applicability</b>	<p>2. Aircraft, including any installed product, part and appliance, which are:</p> <ul style="list-style-type: none"><li>(a) designed or manufactured by an organisation for which the Agency or a Member State ensures safety oversight; or</li><li>(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</li><li>(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</li><li>(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.</li></ul> <p style="text-align: center;">(j) Paragraph 1 shall not apply to aircraft referred to in Annex II.</p>	
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<p><b>Article 5</b></p>	<p><b>Airworthiness</b></p>	<ol style="list-style-type: none"> <li>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.</li> <li>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.             <ol style="list-style-type: none"> <li>(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.</li> </ol> </li> <li>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:             <ol style="list-style-type: none"> <li>(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;</li> </ol> </li> </ol> <p>Responsibilities of the holders of certificates.</p>	
<p><b>Article 11</b></p>	<p><b>Recognition of certificates</b></p>	<ol style="list-style-type: none"> <li>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).</li> </ol> <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>	
<b>Article 14</b>	<b>Flexibility provisions</b>	(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.	
<b>Article 18</b>	<b>Agency measures</b>	<p>The Agency shall, where appropriate:</p> <ul style="list-style-type: none"> <li>(a) issue opinions addressed to the Commission;</li> <li>(b) issue recommendations addressed to the Commission for the application of Art. 14;</li> <li>(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.</li> </ul>	



<b>ANNEX I</b>			
<b>Essential requirements For airworthiness referred to in Article 5</b>	<b>3. Organisations</b>	<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>	
<b>ANNEX II</b>	<b>Aircraft referred to in Article 4(4)</b>	<p>Art. 4(1), (2) &amp; (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"> <li>(i) non complex aircraft whose: <ul style="list-style-type: none"> <li>- initial design was established before 1.1.1955 and</li> <li>(l) production has been stopped before 1.1.1975</li> </ul> </li> <li>or</li> <li>(m) aircraft having a clear historical relevance, related to:</li> <li>(n) a participation in a noteworthy historical event; or</li> <li>- a major step in the development of aviation; or</li> <li>- a major role played into the armed forces of a Member State.</li> </ul> <p>(o) aircraft specifically designed or modified for research,</p>	





		<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 <math>\leq</math> 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.	
<b>D. ICAO REFERENCE MATERIAL</b>			
<b>ICAO Doc 7300 Convention on International Civil Aviation</b>			
<b>Chapter 6</b>	<b>International Standards and Recommended Practices</b>	<b>Article 37: Adoption of international standards and practices</b> 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>	
<b>ICAO Annex 6</b>			
<b>Chapter 8</b>	<b>Aeroplane Maintenance</b>	<b>8.7: Approved maintenance organization</b>	
<b>E. COMMISSION REGULATION (EC) No. 2042/2003 + 707/2006</b>			
Article 1	<b>Objective and scope</b>	<ol style="list-style-type: none"> <li>1. This Regulation establishes <b>common technical requirements and administrative procedures for ensuring the continuing airworthiness of aircraft</b>, including any component for installation thereto, which are:               <ol style="list-style-type: none"> <li>(a) <b>registered in a Member State</b>; or</li> <li>(b) registered in a third country and <b>used by an operator for which a Member State ensures oversight of operations</b>.</li> </ol> </li> <li>2. Paragraph 1 <b>shall not apply to aircraft</b> 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.</li> <li>3. The provisions of this Regulation related to <b>commercial air transport</b> are applicable to <b>licensed air carriers as defined by Community law</b> – <b>See below</b></li> </ol>	



## [ 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**

<b>Article 2</b>	<b>Definitions</b>	<p>(a) <b>`aircraft`</b></p> <p>(c) <b>`component`</b></p> <p>(d) <b>`continuing airworthiness`</b></p> <p>(g) `large aircraft`;</p> <p>(h) <b>`maintenance`</b></p> <p>(i) <b>`organisation`</b>;</p> <p>(j) <b>`pre-flight inspection`</b></p>	
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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><b>Article 3</b></p>	<p><b>Continuing airworthiness requirements</b></p>	<ol style="list-style-type: none"><li>1. The <b>continuing airworthiness of aircraft and components</b> shall be ensured i.a.w. the provisions of <b>Annex I</b>.</li><li>2. <b>Organisations and personnel involved in the continuing airworthiness</b> of aircraft and components, <b>including maintenance</b>, shall comply with the <b>provisions of Annex I</b> and where appropriate those specified in <b>Articles 4 and 5</b>. [ Article 4 = Maintenance organisation approvals (Part-145); Article 5 = Certifying staff (Part-66) ]</li><li>3. By derogation from paragraph 1, the <b>continuing airworthiness of aircraft holding a permit to fly</b> shall, without prejudice to Community law, be ensured on the basis of the <b>national regulations of the State of registry</b>.</li></ol>	
<p><b>Article 7</b></p>	<p><b>Entry into force</b> (1),(2),(3)</p>	<ol style="list-style-type: none"><li>1. This Regulation shall enter into force on the day following that of its publication in the Official Journal of the European Union.</li><li>2. By way of derogation from paragraph 1 the provisions of Annex I, except for M.A.201(h)(2) and M.A.708(c) shall apply as <b>from 28 September 2005</b>.</li><li>3. By way of derogation from paragraph 1 and 2, <b>Member States may elect not to apply:</b><ol style="list-style-type: none"><li>(a) the provisions of Annex I to aircraft not involved in commercial air transport, until <b>28 September 2008</b>;</li><li>(b) the provisions of Annex I(I) to aircraft involved in commercial air transport, until <b>28 September 2008</b>.</li></ol></li></ol>	



## F. GENERAL OVERVIEW OF PART-M

- **Main principles of Part-M**
- **Basis of Part-M contents**
- **Legal basis of Part-M**
- **Reference codes and related material**
- **General contents of Part-M for Commercial Air Operations**
- **Brief description of Part-M Sections and Subparts**

### 1. Main principles of Part-M

Part-M addresses the issue of the continuing airworthiness of all aircraft (large and non-large, used in commercial or non-commercial air operations) by:

- Defining responsibilities
- Describing what is necessary to manage the continuing airworthiness of aircraft
- Regulating aircraft maintenance
- Mandating a release to service after maintenance
- Setting forth a control process through an airworthiness review resulting in the issue of a certificate validating the airworthiness certificate

### 2. Basis of Part-M contents

Text has been drafted on the basis of:

- JAR-M Draft 3 and 4
- Existing national regulations from the Member States
- Subpart-M of JAR-OPS (OPS 1 and 3)

Concerning in service continuing airworthiness



### **3. Legal Basis of Part-M**

Text is based upon Regulation (EC) 1592/2002 and in particular, the following articles thereof:

- A) Article 5.2(c) – Certificate of airworthiness
- B) Article 5.4(f) – Condition of issue, maintain, etc., organisation approvals
- C) Article 5.4(g) – Condition of issue, maintain, etc., personnel certificates
- D) Article 5.4(h) – Responsibilities of the holders of certificates
- E) Article 5.2(c) – Free movements of persons, recognition of licenses
- F) Article 10 – Flexibility provisions

### **4. Reference codes and related material**

JARs: JAR-OPS Subpart-M and related TGLs (Temporary Guidance Leaflets) - Comment: These requirements applied only to aircraft used for commercial air transport and did not address the issue of airworthiness certificates as required by Regulation 1592/02

JAR M project - Comment: Continuing airworthiness criteria of all aircraft and their airworthiness certificates

National regulations (for non-commercial air transport) - Comment: Continuing airworthiness criteria of all aircraft and their airworthiness certificates and furthermore the issue of approved organisations commonly existing in Europe for the maintenance or the continuing airworthiness management of aircraft not used for commercial air transport

### **5. General contents of Part-M for Commercial Air Operations**

For all aircraft used in commercial air operations it is specified:

- Responsibilities
- Continuing Airworthiness Management
- Maintenance
- Release to service
- Airworthiness Review Certificate - ARC





#### Responsibilities (commercial air transport)

- The operator of an aircraft is responsible for the airworthiness of the aircraft
- It must also be approved for the management of the continuing airworthiness of the aircraft
- The requirements to be met to obtain such a continuing airworthiness management approval are described in Part-M Subpart G
- The aircraft must be maintained by a Part 145 approved maintenance organisation

#### Continuing airworthiness management (commercial air transport)

- The management must be carried out through the operator's continuing airworthiness management approval following adequate procedures

#### Maintenance (commercial air transport)

- All maintenance must be carried out by a Part 145 approved organisation

#### Release to service (commercial air transport)

- After maintenance, the operator must ensure that a certificate of release to service is issued for the maintenance requested by a person authorised by a Part 145 maintenance organisation approved for the work accomplished

#### Airworthiness Review Certificate (commercial air transport)

- Every year, or every 3 years for aircraft in a "controlled environment" the operator must organise for the aircraft's airworthiness to be controlled through a full review of the aircraft records and a survey of the aircraft carried out by an organisation approved for this activity
- If no problems are found, an Airworthiness Review Certificate is issued by the authority based on a recommendation sent by an organisation approved for the management of continuing airworthiness
- When the aircraft is in a "controlled environment", this airworthiness review certificate is issued directly by the organisation approved for the management of continuing airworthiness managing the aircraft



## **6. Brief description of Part-M Sections and Subparts**

### **Section A (Technical Requirements)**

**Subpart A: General**

**Subpart B: Accountability**

**Subpart C: Continuing airworthiness**

**Subpart D: Maintenance standards**

**Subpart E: Components**

**Subpart F: Maintenance organisation**

**Subpart G: Continuing airworthiness management organisation**

**Subpart H: Certificate of release to service**

**Subpart I: Continuing validity of airworthiness certificates**

#### **Subpart A: General**

This Subpart describes the scope of Part-M as the continuing airworthiness of aircraft and components, including maintenance

#### **Subpart B: Accountability**

This Subpart enumerates the different responsibilities of persons and organisations involved in continuing airworthiness; it is based on the prescriptions of

- ICAO Annex 6 and
- JAR-OPS 1/3

for commercial air transport.

It also makes it compulsory for large aircraft and for aircraft operating commercially and given the equivalent of an AOC by a Member State (aerial work...) to carry out all the continuing airworthiness tasks including maintenance in approved organisations.

It also regulates occurrence reporting

#### **Subpart C: Continuing airworthiness**

This Subpart defines the tasks that constitute maintaining airworthiness; it mandates

- A Maintenance Programme
- Airworthiness Directives and
- The approvals of all Modifications and Repairs according to Part 21
- A Recording System and the transfer of this data with the aircraft



### **Subpart D: Maintenance standards**

This Subpart defines what is understood as maintenance It lists:

- what data
- what qualifications
- what tools and
- what facilities

are necessary to carry out maintenance.

Treatment of aircraft **defects** is regulated.

### **Subpart E: Components**

This Subpart applies to:

- The installation of components
- Their continuing airworthiness including maintenance and
- Their control when unserviceable

### **Subpart F: Maintenance organisation**

This Subpart applies to organisations approved for the maintenance of small aircraft, not used for commercial air transport.

It is a simplified Part 145 approval. Two main differences with Part 145: the quality system and line maintenance (both do not exist in this Subpart).

### **Subpart G: Continuing airworthiness management organisation**

This Subpart defines organisations approved for the management of the Continuing Airworthiness of aircraft.

- This Subpart requires facilities, data and competent staff.
- It also describes the tasks for which these organisations are approved for.
- It gives the general rules for record keeping.

For commercial air transport:

- This Subpart introduces the requirements of JAR-OPS Subpart-M - the approval is part of the operator's air operator certificate.
- Aircraft maintenance shall be performed by Part-145 approved organisations.

For aircraft not used in commercial air transport, this Subpart introduces the main requirements of JAR-OPS Subpart-M.



Any organisation approved to this Subpart may also have the privilege to carry out **airworthiness reviews**. These periodic reviews are carried out to ensure the aircraft's continuing airworthiness has been properly carried out and that the aircraft can be considered as airworthy at the time of the inspection. The content of these reviews is incorporated in this Subpart.

### **Subpart H: Certificate of release to service**

This Subpart determines:

- Those who may release an aircraft to service
- When and how it shall be done.

It authorises, dependant on the aircraft involved:

- Part 145 approved maintenance organisations
- Subpart F approved maintenance organisations, and
- Licensed engineers holding a Part 66 license

The pilot-owner may also releaser an aircraft, after very limited maintenance.

### **Subpart I: Continuing validity of airworthiness certificates**

This Subpart mandates periodical inspections known as Airworthiness Reviews.

This leads to the issuing of an Airworthiness Review Certificate - ARC either:

- By the Competent Authority (state of registry) or
- By the approved continuing airworthiness management organisation - CAMO managing the aircraft

This Subpart defines

- When a Certificate of Airworthiness - CoA is valid and
- What technical problems forbid an aircraft from flying

Finally, this Subpart deals with the airworthiness review of used aircraft imported into the EU

### **Section B (Procedures for Competent Authorities)**

**Subpart A: General**

**Subpart B: Accountability**

**Subpart C: Continuing airworthiness**

**Subpart F: Maintenance organisation**

**Subpart G: Continuing airworthiness management organisation**

**Subpart I: Continuing validity of airworthiness certificates**



### **Subpart A: General**

This subpart describes the scope of this section of Part-M. It places requirements on the competent authorities:

- On their organisation and
- On their record-keeping

The Agency is tasked with publishing acceptable means of compliance to facilitate uniform application of the requirements included in this Part.

Furthermore, the Member States are also required to exchange information.

### **Subpart B: Accountability**

This subpart enumerates the principle of responsibility of competent authorities for the oversight of the different Subparts of Part-M

### **Subpart C: Continuing airworthiness**

This Subpart describes the approval procedure for Maintenance Programmes and deals with the management of exemptions granted by a competent authority.

It also requires competent authorities to develop a survey programme to monitor the airworthiness of aircraft. This programme is described.

### **Subpart F: Maintenance organisation**

This Subpart describes the approval procedure for maintenance organisations (for maintaining non-large/small aircraft used in non-commercial air operations).

It closely resembles the requirements laid out in Part 145.

### **Subpart G: Continuing airworthiness management organisation**

This Subpart describes the approval procedure for continuing airworthiness management organisations - CAMO.

For commercial air transport, this Subpart introduces the requirements of the approval of the maintenance management system as previously prescribed in JAR-OPS Subpart-M; for other aircraft, this Subpart introduces the main requirements of JAR-OPS Subpart-M.

### **Subpart I: Continuing validity of airworthiness certificates**

This Subpart describes how competent authorities shall:

- Assess recommendations issued by Continuing Airworthiness Management Organisations after an Airworthiness Review
- Carry out Airworthiness Reviews directly.



**G. CROSS-REFERENCE BETWEEN PART-M REQUIREMENTS AND SYLLABUS' CONTENTS**

**COMMISSION REGULATION (EC) No. 2042/2003**

**ANNEX I – Part-M**

<b>Paragraph</b>	<b>Subject</b>	<b>F = Full contents O = Overview X = Not Relevant</b>
<b>M.1</b>	<b>Competent Authority</b>	<b>§ 1, 3, 4</b>
<b>SECTION A</b>	<b>TECHNICAL REQUIREMENTS</b>	
<b>SUBPART A</b>	<b>GENERAL</b>	
<b>M.A.101</b>	<b>Scope</b>	<b>F</b>
<b>SUBPART B</b>	<b>ACCOUNTABILITY</b>	
<b>M.A.201 (a)</b>	<b>Responsibilities</b>	<b>F</b>
<i>M.A.201 (b)</i>	<i>Responsibilities</i>	<i>X</i>
<i>M.A.201 (c)</i>	<i>Responsibilities</i>	<i>X</i>
<b>M.A.201 (d)</b>	<b>Responsibilities</b>	<b>F</b>
<i>M.A.201 (e)</i>	<i>Responsibilities</i>	<i>X</i>
<i>M.A.201 (f)</i>	<i>Responsibilities</i>	<i>X</i>
<b>M.A.201 (g)</b>	<b>Responsibilities</b>	<b>F</b>
<b>M.A.201 (h)</b>	<b>Responsibilities</b>	<b>F</b>
<i>M.A.201 (i)</i>	<i>Responsibilities</i>	<i>X</i>
<b>M.A.201 (j)</b>	<b>Responsibilities</b>	<b>F</b>
<i>Appendix I to Part M</i>	<i>Continuing Airworthiness Arrangement</i>	<i>X</i>
<b>AMC M.A.201 (h)</b>	<b>Responsibilities</b>	<b>F</b>
<b>AMC M.A.201 (h) 1</b>	<b>Responsibilities</b>	<b>F</b>
<b>Appendix II to AMC M.A.201 (h) 1</b>	<b>Sub-contracting of C.A. Management Tasks</b>	<b>F</b>
<b>AMC M.A.201 (h) 2</b>	<b>Responsibilities</b>	<b>F</b>



<b>M.A.202 (a)</b>	<b>Occurrence reporting</b>	<b>F</b>
<b>M.A.202 (b)</b>	<b>Occurrence reporting</b>	<b>F</b>
<b>M.A.202 (c)</b>	<b>Occurrence reporting</b>	<b>F</b>
<b>M.A.202 (d)</b>	<b>Occurrence reporting</b>	<b>F</b>
<b>AMC M.A.202 (a)</b>	<b>Occurrence reporting</b>	<b>F</b>
<b>AMC M.A.202 (b)</b>	<b>Occurrence reporting</b>	<b>F</b>
<b>SUBPART C</b>	<b>CONTINUING AIRWORTHINESS</b>	
<b>M.A.301</b>	<b>Continuing airworthiness tasks</b>	<b>F</b>
<b>AMC M.A.301 -1-</b>	<b>Continuing airworthiness tasks</b>	<b>F</b>
<b>AMC M.A.301 -2-</b>	<b>Continuing airworthiness tasks</b>	<b>F</b>
<b>AMC M.A.301 -3-</b>	<b>Continuing airworthiness tasks</b>	<b>F</b>
<b>AMC M.A.301 -4-</b>	<b>Continuing airworthiness tasks</b>	<b>F</b>
<b>AMC M.A.301 -5-</b>	<b>Continuing Airworthiness Tasks</b>	<b>F</b>
<b>AMC M.A.301 -7-</b>	<b>Continuing airworthiness tasks</b>	<b>F</b>
<b>M.A.302 (a)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.A.302 (b)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.A.302 (c)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.A.302 (d)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.A.302 (e)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.A.302 (f)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.A.302 (g)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>AMC M.A.302</b>	<b>Maintenance programme</b>	<b>F</b>
<b>Appendix I to AMC M.A.302 &amp; AMC M.B.301 (b)</b>	<b>Content of the maintenance programme</b>	<b>O</b>
<b>AMC M.A.302 (c)</b>	<b>Maintenance programme compliance</b>	<b>O</b>
<b>AMC M.A.302 (d)</b>	<b>Maintenance programme - reliability programmes</b>	<b>F</b>
<b>M.A.303</b>	<b>Airworthiness directives</b>	<b>F</b>
<b>M.A.304</b>	<b>Data for modifications and repairs</b>	<b>F</b>
<b>AMC M.A.304</b>	<b>Data for modifications and repairs</b>	<b>F</b>



<b>M.A.305 (a)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (b)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (c)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (d)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (e)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (f)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (g)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.305 (h)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>AMC M.A.305 (d)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>O</b>
<b>AMC M.A.305 (h)</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>AMC M.A.305 (h) 6</b>	<b>Aircraft continuing airworthiness record system</b>	<b>F</b>
<b>M.A.306 (a)</b>	<b>Operator's technical log system</b>	<b>F</b>
<b>M.A.306 (b)</b>	<b>Operator's technical log system</b>	<b>F</b>
<b>M.A.306 (c)</b>	<b>Operator's technical log system</b>	<b>F</b>
<b>AMC M.A.306 (a)</b>	<b>Operators technical log system</b>	<b>F</b>
<b>AMC M.A.306 (b)</b>	<b>Operators technical log system</b>	<b>F</b>
<b>M.A.307 (a)</b>	<b>Transfer of aircraft continuing airworthiness records</b>	<b>F</b>
<i>M.A.307 (b)</i>	<i>Transfer of aircraft continuing airworthiness records</i>	<i>X</i>
<b>M.A.307 (c)</b>	<b>Transfer of aircraft continuing airworthiness records</b>	<b>F</b>
<b>AMC M.A.307 (a)</b>	<b>Transfer of aircraft continuing airworthiness records</b>	<b>F</b>
<b>SUBPART D</b>	<b>MAINTENANCE STANDARDS</b>	
M.A.401 (a)	Maintenance data	X
<b>M.A.401 (b)</b>	<b>Maintenance data</b>	<b>O</b>
M.A.401 (c)	Maintenance data	X
<b>AMC M.A.401 (b)</b>	<b>Maintenance data</b>	<b>O</b>
<i>AMC M.A.401 (c)</i>	<i>Maintenance data</i>	<i>X</i>
<i>M.A.402 (a)</i>	<i>Performance of maintenance</i>	<i>X</i>
<i>M.A.402 (b)</i>	<i>Performance of maintenance</i>	<i>X</i>
<i>M.A.402 (c)</i>	<i>Performance of maintenance</i>	<i>X</i>
<i>M.A.402 (d)</i>	<i>Performance of maintenance</i>	<i>X</i>





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



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



<i>M.A.606 (a)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>M.A.606 (b)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>M.A.606 (c)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>M.A.606 (d)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>M.A.606 (e)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>M.A.606 (f)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>M.A.606 (g)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.606 (a)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.606 (b)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.606 (c)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.606 (d)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.606 (e)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>AMC M.A.606 (f)</i>	<i>Personnel requirements</i>	<i>X</i>
<i>Appendix X to AMC</i>	<i>EASA Form 4</i>	<i>X</i>
<i>M.A.607 (a)</i>	<i>Certifying staff</i>	<i>X</i>
<i>M.A.607 (b)</i>	<i>Certifying staff</i>	<i>X</i>
<i>M.A.607 (c)</i>	<i>Certifying staff</i>	<i>X</i>
<i>AMC M.A.607</i>	<i>Certifying staff</i>	<i>X</i>
<i>AMC M.A.607 (c)</i>	<i>Certifying staff</i>	<i>X</i>
<i>M.A.608 (a)</i>	<i>Components, equipment and tools</i>	<i>X</i>
<i>M.A.608 (b)</i>	<i>Components, equipment and tools</i>	<i>X</i>
<i>M.A.608 (c)</i>	<i>Components, equipment and tools</i>	<i>X</i>
<i>AMC M.A.608 (a)</i>	<i>Components, equipment and tools</i>	<i>X</i>
<i>AMC M.A.608 (b)</i>	<i>Components, equipment and tools</i>	<i>X</i>
<i>M.A.609</i>	<i>Maintenance data</i>	<i>X</i>
<i>AMC M.A.609</i>	<i>Maintenance Data</i>	<i>X</i>
<i>M.A.610</i>	<i>Maintenance work orders</i>	<i>X</i>
<i>M.A.611</i>	<i>Maintenance standards</i>	<i>X</i>



M.A.612	Aircraft certificate of release to service	X
M.A.613 (a)	Component certificate of release to service	X
M.A.613 (b)	Component certificate of release to service	X
AMC M.A.613 (a)	Component certificate of release to service	X
M.A.614 (a)	Maintenance records	X
M.A.614 (b)	Maintenance records	X
M.A.614 (c)	Maintenance records	X
Appendix II to Part M	EASA Form 1	X
AMC M.A.614 (a)	Maintenance records	X
AMC M.A.614 (c)	Maintenance records	X
M.A.615	Privileges of the organisation	X
M.A.616	Organisational review	X
AMC M.A.616	Organisational review	X
Appendix VIII to AMC M.A.616	Organisational Review	X
M.A.617	Changes to the approved maintenance organisation	X
AMC M.A.617	Changes to the approved maintenance organisation	X
M.A.618 (a)	Continued validity of approval	X
M.A.618 (b)	Continued validity of approval	X
M.A.619 (a)	Findings	X
M.A.619 (b)	Findings	X
M.A.619 (c)	Findings	X
Appendix IV to Part M	Approval Ratings	X
<b>SUBPART G</b>	<b>Continuing Airworthiness Management Organisation</b>	
<b>M.A.701</b>	<b>Scope</b>	<b>F</b>



<b>M.A.702</b>	<b>Application</b>	<b>F</b>
<b>M.A.703 (a)</b>	<b>Extent of approval</b>	<b>F</b>
<b>M.A.703 (b)</b>	<b>Extent of approval</b>	<b>F</b>
<b>Appendix VI to Part M</b>	<b>Approval Certificate Part-M Section A Subpart G CAMO</b>	<b>O</b>
<b>M.A.704 (a)</b>	<b>Continuing airworthiness management exposition</b>	<b>F</b>
<b>M.A.704 (b)</b>	<b>Continuing airworthiness management exposition</b>	<b>F</b>
<b>AMC M.A.704</b>	<b>Continuing airworthiness management exposition</b>	<b>F</b>
<b>Appendix V to AMC M.A.704</b>	<b>CAMO Exposition</b>	<b>O</b>
<b>M.A.705</b>	<b>Facilities</b>	<b>F</b>
<b>AMC M.A.705</b>	<b>Facilities</b>	<b>F</b>
<b>M.A.706 (a)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (b)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (c)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (d)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (e)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (f)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (g)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>M.A.706 (h)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>AMC M.A.706</b>	<b>Personnel requirements</b>	<b>F</b>
<b>AMC M.A.706 (e)</b>	<b>Personnel requirements</b>	<b>F</b>
<b>Appendix X to AMC</b>	<b>EASA Form 4</b>	<b>O</b>
<b>M.A.707 (a)</b>	<b>Airworthiness review staff</b>	<b>F</b>
<b>M.A.707 (b)</b>	<b>Airworthiness review staff</b>	<b>F</b>
<b>M.A.707 (c)</b>	<b>Airworthiness review staff</b>	<b>F</b>
<b>M.A.707 (d)</b>	<b>Airworthiness review staff</b>	<b>F</b>
<b>M.A.707 (e)</b>	<b>Airworthiness review staff</b>	<b>F</b>
<b>AMC M.A.707 (a)</b>	<b>Airworthiness review staff</b>	<b>F</b>



<b>M.A.708 (a)</b>	<b>Continuing airworthiness management</b>	<b>F</b>
<b>M.A.708 (b)</b>	<b>Continuing airworthiness management</b>	<b>F</b>
<b>M.A.708 (c)</b>	<b>Continuing airworthiness management</b>	<b>F</b>
<b>AMC M.A.708 (c)</b>	<b>Continuing airworthiness management</b>	<b>F</b>
<b>AMC M.A.708 (c) (1)</b>	<b>Continuing airworthiness management - Unscheduled maintenance</b>	<b>F</b>
<b>Appendix XI to AMC M.A.708 (c)</b>	<b>Contracted Maintenance</b>	<b>O</b>
<b>M.A.709</b>	<b>Documentation</b>	<b>F</b>
<b>M.A.710 (a)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (b)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (c)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (d)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (e)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (f)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (g)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.710 (h)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>AMC M.A.710 (a)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>AMC M.A.710 (b) and (c)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>AMC M.A.710 (e)</b>	<b>Airworthiness review</b>	<b>F</b>
<b>M.A.711 (a)</b>	<b>Privileges of the organisation</b>	<b>F</b>
<b>M.A.711 (b)</b>	<b>Privileges of the organisation</b>	<b>F</b>
<b>M.A.711 (c)</b>	<b>Privileges of the organisation</b>	<b>F</b>
<b>AMC M.A.711 (b)</b>	<b>Privileges of the organisation</b>	<b>F</b>
<b>M.A.712 (a)</b>	<b>Quality system</b>	<b>F</b>
<b>M.A.712 (b)</b>	<b>Quality system</b>	<b>F</b>
<b>M.A.712 (c)</b>	<b>Quality system</b>	<b>F</b>
<b>M.A.712 (d)</b>	<b>Quality system</b>	<b>F</b>
<b>M.A.712 (e)</b>	<b>Quality system</b>	<b>F</b>
M.A.712 (f)	Quality system	X
<b>AMC M.A.712 (a)</b>	<b>Quality system</b>	<b>F</b>
<b>AMC M.A.712 (b)</b>	<b>Quality System</b>	<b>F</b>



<i>AMC M.A.712 (f)</i>	<i>Quality system</i>	<i>X</i>
<b>M.A.713</b>	<b>Changes to the approved continuing airworthiness organisation</b>	<b>F</b>
<b>AMC M.A.713</b>	<b>Changes to the approved continuing airworthiness organisation</b>	<b>F</b>
<b>M.A.714 (a)</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.714 (b)</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.714 (c)</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.714 (d)</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.714 (e)</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.714 (f)</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.714 (g)</b>	<b>Record-keeping</b>	<b>F</b>
<b>AMC M.A.714</b>	<b>Record-keeping</b>	<b>F</b>
<b>M.A.715 (a)</b>	<b>Continued validity of approval</b>	<b>F</b>
<b>M.A.715 (b)</b>	<b>Continued validity of approval</b>	<b>F</b>
<b>M.A.716 (a)</b>	<b>Findings</b>	<b>F</b>
<b>M.A.716 (b)</b>	<b>Findings</b>	<b>F</b>
<b>M.A.716 (c)</b>	<b>Findings</b>	<b>F</b>
<b>SUBPART H</b>	<b>CERTIFICATE OF RELEASE TO SERVICE – CRS</b>	
M.A.801 (a)	Aircraft certificate of release to service	X
M.A.801 (b)	Aircraft certificate of release to service	X
M.A.801 (c)	Aircraft certificate of release to service	X
M.A.801 (d)	Aircraft certificate of release to service	X
M.A.801 (e)	Aircraft certificate of release to service	X
M.A.801 (f)	Aircraft certificate of release to service	X
Appendix VII to Part M	Complex Maintenance Tasks	X
<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 (a)	Component certificate of release to service	X
M.A.802 (b)	Component certificate of release to service	X
<i>AMC M.A.802</i>	<i>Component certificate of release to service</i>	<i>X</i>
M.A.803 (a)	Pilot-owner authorisation	X
M.A.803 (b)	Pilot-owner authorisation	X
M.A.803 (c)	Pilot-owner authorisation	X
M.A.803 (d)	Pilot-owner authorisation	X
Appendix VIII to Part M	Limited Pilot Owner Maintenance	X
<i>AMC M.A.803</i>	<i>Pilot-owner authorisation</i>	<i>X</i>
<b>SUBPART I</b>	<b>AIRWORTHINESS REVIEW CERTIFICATE</b>	
<b>M.A.901 (a)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>M.A.901 (b)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>M.A.901 (c)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>M.A.901 (d)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>M.A.901 (e)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>Appendix III to Part M</b>	<b>Airworthiness Review Certificate</b>	<b>O</b>
<b>AMC M.A.901 (a)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>AMC M.A.901 (b)</b>	<b>Aircraft airworthiness review</b>	<b>X</b>
<b>AMC M.A.901 (c) 2</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>AMC M.A.901 (d)</b>	<b>Aircraft airworthiness review</b>	<b>O</b>
<b>AMC M.A.901 (e)</b>	<b>Aircraft airworthiness review</b>	<b>F</b>
<b>M.A.902 (a)</b>	<b>Validity of the airworthiness review certificate</b>	<b>F</b>
<b>M.A.902 (b)</b>	<b>Validity of the airworthiness review certificate</b>	<b>F</b>
<b>M.A.902 (c)</b>	<b>Validity of the airworthiness review certificate</b>	<b>F</b>
<b>M.A.903 (a)</b>	<b>Transfer of aircraft registration within the EU</b>	<b>F</b>
<b>M.A.903 (b)</b>	<b>Transfer of aircraft registration within the EU</b>	<b>F</b>





<b>AMC M.A.903 (a)</b>	<b>Transfer of aircraft registration within the EU</b>	<b>F</b>
<b>AMC M.A.903 (b)</b>	<b>Transfer of aircraft registration within the EU</b>	<b>F</b>
<b>M.A.904 (a)</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>F</b>
<b>M.A.904 (b)</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>F</b>
<b>M.A.904 (c)</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>F</b>
<b>M.A.904 (d)</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>F</b>
<b>M.A.904 (e)</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>F</b>
<b>AMC M.A.904 (a) -1</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>F</b>
<b>AMC M.A.904 (a) -2</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>O</b>
<b>AMC M.A.904 (b)</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<b>O</b>
M.A.905 (a)	Findings	<b>F</b>
M.A.905 (b)	Findings	<b>F</b>
M.A.905 (c)	Findings	<b>F</b>
<b>SECTION B</b>	<b>PROCEDURE FOR COMPETENT AUTHORITIES</b>	
<b>SUBPART A</b>	<b>GENERAL</b>	
M.B.101	Scope	X
M.B.102 (a)	Competent authority	X
M.B.102 (b)	Competent authority	X
M.B.102 (c)	Competent authority	X
M.B.102 (d)	Competent authority	X
<i>AMC M.B.102 (a)</i>	<i>Competent authority - General</i>	X
<i>AMC M.B.102 (c)</i>	<i>Competent authority - Qualification and training</i>	X
<i>AMC M.B.102 (d)</i>	<i>Competent authority organisation - Procedures</i>	X
<b>M.B.103</b>	<b>Acceptable means of compliance</b>	<b>F</b>
M.B.104 (a)	Record-keeping	X
M.B.104 (b)	Record-keeping	X
M.B.104 (c)	Record-keeping	X
M.B.104 (d)	Record-keeping	X
M.B.104 (e)	Record-keeping	X



M.B.104 (f)	Record-keeping	X
<i>AMC M.B.104 (a)</i>	<i>Record-keeping</i>	X
<i>AMC M.B.104 (f)</i>	<i>Record-keeping</i>	X
M.B.105 (a)	Mutual exchange of information	X
M.B.105 (b)	Mutual exchange of information	X
<i>AMC M.B.105 (a)</i>	<i>Mutual exchange of information</i>	X
<b>SUBPART B</b>	<b>ACCOUNTABILITY</b>	
M.B.201	Responsibilities	X
<b>SUBPART C</b>	<b>CONTINUING AIRWORTHINESS</b>	
<b>M.B.301 (a)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.B.301 (b)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.B.301 (c)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>M.B.301 (d)</b>	<b>Maintenance programme</b>	<b>F</b>
<b>AMC M.B.301 (a)</b>	<b>Maintenance programme</b>	<b>X</b>
<b>AMC M.B.301 (b)</b>	<b>Maintenance programme</b>	<b>O</b>
<b>AMC M.B.301 (c)</b>	<b>Maintenance Programme</b>	<b>O</b>
<b>AMC M.B.301 (d)</b>	<b>Maintenance programme</b>	<b>O</b>
<b>M.B.302</b>	<b>Exemptions</b>	<b>X</b>
<b>M.B.303 (a)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (b)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (c)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (d)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (e)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (f)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (g)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>M.B.303 (h)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>AMC M.B.303 (b)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>AMC M.B.303 (c)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>



<b>AMC M.B.303 (d)</b>	<b>Aircraft continuing airworthiness monitoring</b>	<b>F</b>
<b>Appendix III to AMC M.B.303 (d)</b>	<b>Aircraft Continued Airworthiness Monitoring</b>	
<b>M.B.304 (a)</b>	<b>Revocation, suspension and limitation</b>	<b>F</b>
<b>M.B.304 (b)</b>	<b>Revocation, suspension and limitation</b>	<b>F</b>
<b>SUBPART D</b>	<b>MAINTENANCE STANDARDS</b>	
<b>SUBPART E</b>	<b>COMPONENTS</b>	
<b>SUBPART F</b>	<b>MAINTENANCE ORGANISATION</b>	
<i>M.B.601</i>	<i>Application</i>	<i>X</i>
<i>M.B.602 (a)</i>	<i>Initial Approval</i>	<i>X</i>
<i>M.B.602 (b)</i>	<i>Initial Approval</i>	<i>X</i>
<i>M.B.602 (c)</i>	<i>Initial Approval</i>	<i>X</i>
<i>M.B.602 (d)</i>	<i>Initial Approval</i>	<i>X</i>
<i>M.B.602 (e)</i>	<i>Initial Approval</i>	<i>X</i>
<i>M.B.602 (f)</i>	<i>Initial Approval</i>	<i>X</i>
<i>M.B.602 (g)</i>	<i>Initial Approval</i>	<i>X</i>
<i>AMC M.B.602 (a)</i>	<i>Initial approval</i>	<i>X</i>
<i>AMC M.B.602 (b)</i>	<i>Initial approval</i>	<i>X</i>
<i>AMC M.B.602 (c)</i>	<i>Initial approval</i>	<i>X</i>
<i>AMC M.B.602 (e)</i>	<i>Initial approval</i>	<i>X</i>
<i>AMC M.B.602 (f)</i>	<i>Initial approval</i>	<i>X</i>
<i>AMC M.B.602 (g)</i>	<i>Initial approval</i>	<i>X</i>
<i>Appendix VI to AMC M.B.602 (f)</i>	<i>EASA Form 6F</i>	<i>X</i>
<i>M.B.603 (a)</i>	<i>Issue of approval</i>	<i>X</i>
<i>M.B.603 (b)</i>	<i>Issue of approval</i>	<i>X</i>
<i>M.B.603 (c)</i>	<i>Issue of approval</i>	<i>X</i>
<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 (a)</i>	<i>Continuing oversight</i>	<i>X</i>
<i>M.B.604 (b)</i>	<i>Continuing oversight</i>	<i>X</i>



<i>M.B.604 (c)</i>	<i>Continuing oversight</i>	<i>X</i>
<i>M.B.604 (d)</i>	<i>Continuing oversight</i>	<i>X</i>
<i>M.B.604 (e)</i>	<i>Continuing oversight</i>	<i>X</i>
<i>AMC M.B.604 (b)</i>	<i>Continuing oversight</i>	<b>X</b>
<i>M.B.605 (a)</i>	<i>Findings</i>	<b>X</b>
<i>M.B.605 (b)</i>	<i>Findings</i>	<b>X</b>
<i>AMC M.B.605 (b) 1</i>	<i>Findings</i>	<b>X</b>
<i>M.B.606 (a)</i>	<i>Changes</i>	<b>X</b>
<i>M.B.606 (b)</i>	<i>Changes</i>	<b>X</b>
<i>M.B.606 (c)</i>	<i>Changes</i>	<b>X</b>
<i>AMC M.B.606</i>	<i>Changes</i>	<b>X</b>
<i>M.B.607 (a)</i>	<i>Revocation, suspension and limitation of an approval</i>	<b>X</b>
<i>M.B.607 (b)</i>	<i>Revocation, suspension and limitation of an approval</i>	<b>X</b>
<b>SUBPART G</b>	<b>Continuing Airworthiness Management Organisation</b>	
<b>M.B.701 (a)</b>	<b>Application</b>	<b>F</b>
<b>M.B.701 (b)</b>	<b>Application</b>	<b>F</b>
<b>AMC M.B.701 (a)</b>	<b>Application</b>	<b>F</b>
<b>M.B.702 (a)</b>	<b>Initial approval</b>	<b>F</b>
<b>M.B.702 (b)</b>	<b>Initial approval</b>	<b>F</b>
<b>M.B.702 (c)</b>	<b>Initial approval</b>	<b>F</b>
<b>M.B.702 (d)</b>	<b>Initial approval</b>	<b>F</b>
<b>M.B.702 (e)</b>	<b>Initial approval</b>	<b>F</b>
<b>M.B.702 (f)</b>	<b>Initial approval</b>	<b>F</b>
<b>M.B.702 (g)</b>	<b>Initial approval</b>	<b>F</b>
<b>AMC M.B.702 (a)</b>	<b>Initial approval</b>	<b>F</b>
<b>AMC M.B.702 (b)</b>	<b>Initial approval</b>	<b>F</b>
<b>AMC M.B.702 (c)</b>	<b>Initial approval</b>	<b>F</b>
<b>AMC M.B.702 (e)</b>	<b>Initial approval</b>	<b>F</b>



AMC M.B.702 (f)	Initial approval	X
AMC M.B.702 (g)	Initial approval	X
Appendix VII to AMC M.B.702 (f)	EASA Form 13	X
<b>M.B.703 (a)</b>	<b>Issue of approval</b>	<b>F</b>
<b>M.B.703 (b)</b>	<b>Issue of approval</b>	<b>F</b>
<b>M.B.703 (c)</b>	<b>Issue of approval</b>	<b>F</b>
<b>M.B.703 (d)</b>	<b>Issue of approval</b>	<b>F</b>
<b>AMC M.B.703 (a)</b>	<b>Issue of approval</b>	<b>O</b>
AMC M.B.703 (c)	Issue of approval	X
<b>AMC M.B.703 (d)</b>	<b>Issue of Approval</b>	<b>F</b>
<b>M.B.704 (a)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>M.B.704 (b)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>M.B.704 (c)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>M.B.704 (d)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>M.B.704 (e)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>M.B.704 (f)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>AMC M.B.704 (b)</b>	<b>Continuing oversight</b>	<b>F</b>
<b>M.B.705 (a)</b>	<b>Findings</b>	<b>F</b>
<b>M.B.705 (b)</b>	<b>Findings</b>	<b>F</b>
<b>AMC M.B.705 (b) 1</b>	<b>Findings</b>	<b>F</b>
<b>M.B.706 (a)</b>	<b>Changes</b>	<b>F</b>
<b>M.B.706 (b)</b>	<b>Changes</b>	<b>F</b>
<b>M.B.706 (c)</b>	<b>Changes</b>	<b>F</b>
<b>AMC M.B.706</b>	<b>Changes</b>	<b>O</b>
<b>M.B.707 (a)</b>	<b>Revocation, suspension and limitation of an approval</b>	<b>F</b>
<b>M.B.707 (b)</b>	<b>Revocation, suspension and limitation of an approval</b>	<b>F</b>
<b>SUBPART H</b>	<b>CERTIFICATE OF RELEASE TO SERVICE – CRS</b>	
<b>SUBPART I</b>	<b>AIRWORTHINESS REVIEW CERTIFICATE</b>	



<b>M.B.901</b>	<b>Assessment of recommendations</b>	<b>O</b>
<b>AMC M.B.901</b>	<b>Assessment of recommendations</b>	<b>O</b>
<i>M.B.902 (a)</i>	<i>Airworthiness review by the competent authority</i>	<i>X</i>
<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>
<b>M.B.902 (d)</b>	<b>Airworthiness review by the competent authority</b>	<b>O</b>
<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>
<b>M.B.903</b>	<b>Findings</b>	<b>F</b>



<b>COMMISSION REGULATION (EC) No. 2042/2003</b>			
<b>ANNEX I – Part-M</b>			
<b>H. DETAILED CONTENTS AND LEVEL OF DETAIL EXPECTED (Full contents / Specific Paragraphs / Overview)</b>			
<b>M.1</b>	<b>Competent Authority § 1, 3, 4</b>	<p>The Competent Authority:</p> <ul style="list-style-type: none"> <li>• For the oversight of a CAMO</li> <li>• For the approval of maintenance programmes.</li> </ul>	
<b>GENERAL</b>			
<b>M.A.101</b>	<b>Scope</b>	Definition of the scope of Part-M, Subpart A	<i>Full contents</i>
<b>ACCOUNTABILITY</b>			
<b>M.A.201</b>	<b>Responsibilities § (h)</b>	<p>The Operator's responsibilities for the continuing airworthiness of the aircraft it operates. The requirement for an Operator</p> <ul style="list-style-type: none"> <li>• to 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,</li> </ul> <p style="text-align: center;">and</p> <ul style="list-style-type: none"> <li>• to be approved i.a.w. Part-145 or contract such an organisation.</li> </ul> <p>CAMO is responsible for all sub-contracted activities.</p>	
<b>AMC M.A.201 (h)</b>		<p>Reference to aircraft includes components fitted to or intended to be fitted.</p> <p>Ground de-icing and anti-icing activities do not require a Part-145 approval.</p>	<i>Full contents</i>



		<p>The operator is responsible for determining what maintenance is required, when it has to be performed and by whom and to what standard, in order to ensure the continued airworthiness of the aircraft being operated.</p> <p>An operator should therefore have adequate knowledge of the design status (type specification, customer options, ADs, modifications, operational equipment) and required and performed maintenance. Status of aircraft design and maintenance should be adequately documented to support the performance of the quality system.</p> <p>An operator should establish adequate co-ordination between flight ops and maintenance to ensure that both will receive all information on the condition of the aircraft necessary to enable both to perform their tasks.</p> <p>The requirement does not mean that an operator himself performs the maintenance (this is to be done by a Part 145 AMO) but that the operator carries the responsibility for the airworthy condition of aircraft it operates and thus should be satisfied before the intended flight that all required maintenance has been properly carried out.</p> <p>When an operator is not appropriately approved i.a.w. Part-145, the operator should provide a clear work order to the maintenance contractor. The fact that an operator has contracted a maintenance organisation approved under Part-145 should not prevent it from checking at the maintenance facilities on any aspect of the contracted work if he wishes to do so to satisfy his responsibility for the airworthiness of the aircraft.</p>	
<p><b>AMC M.A.201 (h)1</b></p>	<p><b>Responsibilities</b> <b>+ Appendix II</b> <b>to AMC 201 (h) 1</b> <b>Sub-contracting of continuing</b> <b>airworthiness management</b> <b>tasks</b></p>	<p>Mandatory approval of the Operator for the management of continuing airworthiness.</p> <p>The approval to carry out airworthiness review is optional. Sub-contracted tasks are considered as an integral element of the Operator's M.A. Subpart G approval.</p>	<p><i>Full contents</i></p> <p>+</p> <p><i>Full contents</i></p>





		<p>No independent approvals to perform continuing airworthiness tasks on behalf of the Operator are possible (approval is integrated into the Air Operator's Certificate).</p> <p>The Operator remains accountable for satisfactory completion of continuing airworthiness activities irrespective of any contract ("ultimate responsibility")</p> <p>The Operator shall perform "active control" through direct involvement in the sub-contracting tasks and/or endorse the recommendations made by the sub-contracted organisations.</p>	
<p><b>AMC M.A.201 (h)2</b></p>	<p><b>Responsibilities</b></p>	<p>The possibility of the following three alternative options:</p> <ul style="list-style-type: none"> <li>• an operator to be approved i.a.w. Part-145 to carry out all maintenance of the aircraft and components (option (a)).</li> <li>• An operator to be approved i.a.w. Part-145 to carry out some of the maintenance of the aircraft and components. This could be limited line maintenance or considerably more (option (b)).</li> <li>• An operator not approved i.a.w. Part-145 to carry out any maintenance (option (c)).</li> </ul> <p>The competent authority shall determine which option may be accepted in each particular case. Criteria to be applied to make this determination.</p> <p>The competent authority will require a contract with a Part/145 AMO except in those cases where it believes that it is possible to obtain sufficient satisfactorily experienced staff to provide the minimal maintenance support to provide the minimal maintenance support for option (b). Meaning of "experience" in respect of this paragraph.</p> <p>An operator is required to have enough personnel meeting the requirement of M.A.706 to manage the maintenance responsibility whichever option is used.</p>	<p><i>Full contents</i></p>



<b>M.A.201</b>	<b>Responsibilities § (a)</b>	The Operator's responsibilities for the continuing airworthiness of the aircraft it operates (the Operator is responsible i.a.w. M.A.201 (h)).	
<b>Regulation (EC) 1702/2003</b>			
<b>Elements from Part-21 Subpart H (Airworthiness Certificates)</b>	<b>21.A.172,</b> <b>21.A.173,</b> <b>21.A.181,</b> <b>21.A.183,</b> <b>21.B.325,</b> <b>21.B.330</b>	<p>To clarify M.A.201 (a) (3) with regard to responsibility for the airworthiness certificate of an aircraft to remain valid, the following elements of Part-21 Subpart H shall be summarised:</p> <p><b>21A.172 Eligibility</b>  Any natural or legal person under whose name an aircraft is registered or will be registered in a Member State (Member State of Registry),</p> <p><b>21A.173 Classification</b>  Certificates of airworthiness - Standard EASA Form 25,</p> <p><b>21A.181 Duration and continued validity</b>  An airworthiness certificate shall be issued for an unlimited duration - list of conditions,</p> <p><b>21A.183 Issue of certificates of airworthiness</b>  The competent authority of the State of Registry shall issue a certificate of airworthiness for new aircraft and for used aircraft: in the second case, documentation required by 21A.174(b)(3) demonstrating that the aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate, change or repair approved i.a.w. this Part, and to applicable airworthiness directives, the aircraft has been inspected i.a.w. the applicable provisions of Part M,</p> <p><b>21B.325 Issue of airworthiness certificates</b>  The competent authority of the Member State of registry shall, as applicable, issue, or amend a Certificate of Airworthiness (EASA Form 25);</p>	



		<p>In addition to an airworthiness certificate for a new aircraft or used aircraft originating from a non-member State, the competent authority of the Member State of registry shall issue an initial airworthiness review certificate EASA Form 15a,</p> <p><b>21B.330</b> Suspension and revocation of airworthiness certificates Upon evidence that any of the conditions specified in 21A.181(a)</p> <p>(Duration and continued validity is not met, the competent authority of the Member State of registry shall suspend or revoke an airworthiness certificate.</p>	
<b>Part M cont.</b>			
<b>M.A.201</b>	<b>Responsibilities § (g)</b>	Maintenance of aircraft used for CAT and components thereof shall be carried out by a Part-145 approved maintenance organisation.	
<b>M.A.201</b>	<b>Responsibilities § (j)</b>	Granting the Competent Authority access to the organisation/aircraft.	
<b>M.A.201</b>	<b>Responsibilities § (d)</b>	The operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection, which must be carried out by the pilot or another qualified person (but need not be carried out by an AMO or by Part-66 certifying staff).	
<b>M.A.202</b>	<p><b>Occurrence reporting</b></p> <p><b>+ ED DECISION 2003/12/RM (AMC-20) – AMC 20-8 Occurrence Reporting</b></p> <p><b>+ DIRECTIVE 2003/42/EC On occurrence reporting in civil aviation</b></p>	<p>Reporting to appropriate parties of identified condition of an aircraft or component that hazards seriously the flight safety. Reports in a form and manner established by the Agency. Completeness. Reference to AMC 20-8.</p> <p>Reporting responsibility of maintenance organisations to the Operator's CAMO. Deadlines for reporting. Reference to Directive 2003/42/EC and its national implementation.</p>	<p><i>Full contents</i></p> <p>+</p> <p><i>Overview</i></p> <p>+</p> <p><i>Overview</i></p>



<b>AMC M.A.202 (a)</b>	<b>Occurrence Reporting</b>	<p>Need to ensure that the TC Holder receives adequate reports of occurrences for that aircraft type, to enable it to issue appropriate service instructions and recommendations to all owners or operators.</p> <p>CAMO should assign responsibility for co-ordinating action on airworthiness occurrences and for initiating further investigation and follow-up activity to a suitably qualified person with clearly defined authority and status.</p> <p>Clarification of "condition that could seriously hazard the aircraft".</p>	<i>Full contents</i>
<b>AMC M.A.202 (b)</b>	<b>Occurrence Reporting</b>	<p>Reports may be transmitted by any method. Minimum information to be included.</p>	<i>Full contents</i>
<b>CAMO</b>			
<b>M.A.701</b>	<b>Scope</b>	<p>Definition of the scope of Part-M, Subpart G</p>	<i>Full contents</i>
<b>M.A.708</b>	<b>Continuing airworthiness management § (a)</b>	<p>All continuing airworthiness management shall be carried out according to the prescriptions of M.A Subpart C.</p>	
<b>M.A.301</b>	<b>Continuing airworthiness tasks</b>	<p>Description of all tasks that shall be performed in order to ensure the continuing airworthiness and serviceability of operational and emergency equipment, i.a.w. M.A.301 items 1 ÷ 8:</p> <ul style="list-style-type: none"> <li>• pre-flight inspections;</li> <li>• rectification of any defect and damage affecting safe operation;</li> <li>• accomplishment of all maintenance, i.a.w. an approved aircraft maintenance programme;</li> </ul>	<i>Full contents</i>



		<ul style="list-style-type: none"> <li>• analysis of the effectiveness of the approved maintenance programme;</li> <li>• accomplishment of any applicable AD, OD with an impact on continuing airworthiness, c.a. requirements established by the Agency, measures mandated by the competent authority in reaction to a safety problem;</li> <li>• accomplishment of modifications and repairs i.a.w. M.A.304;</li> <li>• embodiment policy for non-mandatory modifications and/or inspections;</li> <li>• maintenance check flights.</li> </ul>	
<b>AMC M.A.301 (1)</b>	<b>Continuing airworthiness tasks</b>	<p>Guidance about the pre-flight inspection. Typical items included. Tasks such as oil and hydraulic fluid uplift and tyre inflation may be considered as part of the pre-flight inspection. Adequacy of related pre-flight inspection instructions.</p> <p>CAT operator should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to the quality system.</p> <p>Need to demonstrate that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks.</p> <p>The training standard for personnel performing the pre-flight inspection should be described in the operator's CAME.</p>	<i>Full contents</i>
<b>AMC M.A.301 (2)</b>	<b>Continuing airworthiness tasks</b>	<p>CAT operator should have a system to ensure that all defects affecting the safe operation of the aircraft are rectified within the limits prescribed by the approved MEL or CDL as appropriate.</p>	<i>Full contents</i>



		<p>Such defect rectification cannot be postponed unless agreed by the operator and in accordance with a procedure approved by the competent authority.</p> <p>A system of assessment should be in operation to support the continuing airworthiness of an aircraft and to provide a continuous analysis of the effectiveness of the CAMO defect control system in use.</p> <p>Detailed description of what the system should provide for. Considerations to be made when deferring or carrying forward a defect.</p> <p>Deferred defects to be made known to the flight crew prior to their arrival at the aircraft.</p>	
<b>AMC M.A.301 (3)</b>	<b>Continuing airworthiness tasks</b>	CAMO should have a system to ensure that all aircraft maintenance checks are performed within the limits prescribed by the approved aircraft maintenance programme and that, whenever a maintenance check cannot be performed within the required time limit, its postponement is allowed in accordance with a procedure agreed by the appropriate competent authority.	<i>Full contents</i>
<b>AMC M.A.301 (4)</b>	<b>Continuing airworthiness tasks</b>	CAMO should have a system to analyse the effectiveness of the maintenance programme, with regard to spares, established defects, malfunctions and damage, and to amend the maintenance programme accordingly.	<i>Full contents</i>
<b>AMC M.A.301 (5)</b>	<b>Continuing airworthiness tasks</b>	Guidance about operational directives with a continuing airworthiness impact. Guidance about “any other continued airworthiness requirement made mandatory by the Agency”.	<i>Full contents</i>



<p><b>AMC M.A.301 (7)</b></p>	<p><b>Continuing airworthiness tasks</b></p>	<p>CAMO should establish and work to a policy, which assesses non-mandatory information related to the airworthiness of the aircraft. Guidance about non mandatory information.</p>	<p><i>Full contents</i></p>
<p><b>M.A.403</b></p>	<p><b>Aircraft defects</b></p>	<p>Obligation to rectify any aircraft defect that hazards seriously the flight safety before further flight.</p> <p>Only authorised Part 145 certifying staff can decide, using M.A.401 maintenance data, whether a 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; this does not apply when the approved MEL is used by the commander, or aircraft defects are defined as being acceptable by the competent authority.</p> <p>Obligation to rectify as soon as practicable any aircraft defect that would not hazard seriously the flight safety after the date the aircraft defect was first identified and within any limits specified in the maintenance data.</p> <p>Obligation to record in the operator's technical log system any defect not rectified before flight.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.403 (b)</b></p>	<p><b>Aircraft defects</b></p>	<p>An assessment of cause and potentially hazardous effect of any defect that could affect flight safety should be made in order to initiate further investigation and analysis necessary to identify the root cause of the defect.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.403 (d)</b></p>	<p><b>Aircraft defects</b></p>	<p>All deferred defects should be made known to the pilot/flight crew, whenever possible, prior to their arrival at the aircraft. 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.</p>	<p><i>Full contents</i></p>



		The original date of the defect should be retained. 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.	
<b>M.A.401</b>	<b>Maintenance data § (b)</b>	Definition of “applicable maintenance data” mentioned in M.A.403.	<i>Overview</i>
<b>AMC M.A.401 (b)</b>	<b>Maintenance data</b>	Overview of the need for each person/organisation performing aircraft maintenance to have access to, and use, documents listed in this AMC.	<i>Overview</i>
<b>CONTINUING AIRWORTHINESS</b>			
<b>M.A.302</b>	<b>Maintenance programme</b>	<p>Every aircraft shall be maintained i.a.w. an approved maintenance programme (MP).</p> <p>The MP shall be periodically reviewed and amended accordingly. The MP and any subsequent amendments shall be approved by the competent authority.</p> <p>List of instructions against which the MP must establish compliance.</p> <p>The MP shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to specific operations.</p> <p>Circumstances under which the MP must include a reliability programme.</p> <p>The MP and its amendments may be approved through a maintenance procedure established by the CAMO (indirect approval).</p>	<p><i>Full contents</i></p> <p><b>Including amendments introduced by Regulation 707/2006 (§ (f) and (g)).</b></p>





		<p>The MP must be subject to periodic reviews and amended when necessary, in order to ensure that it continues to be valid in light of operating experience whilst taking into account new and/or modified maintenance instructions promulgated by the TC / STC holder.</p> <p>The MP must reflect applicable mandatory regulatory requirements addressed in documents issued by the TC holder to comply with Part 21A.61.</p>	
<b>Regulation (EC) 1702/2003</b>			
<p><b>Part-21</b> <b>Subpart B</b>  <b>21.A.61</b></p>	<p><b>Type Certificates and Restricted Type Certificates</b></p>	<p>To clarify M.A.302 (g) with regard to documents issued by the TC holder to comply with Part 21A.61, the requirements of 21.A.61 (Instructions for continued airworthiness), items (a) and (b) shall be summarised:</p> <p>Complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance .with the applicable type-certification basis</p> <p>Changes to the instructions for continued airworthiness shall be made available</p>	<p><i>Overview</i></p>
<b>Part M cont.</b>			
<p><b>M.B.301</b></p>	<p><b>Maintenance programme</b></p>	<p>The competent authority shall verify that the MP is in compliance with M.A.302.</p> <p>In order to approve a MP, the competent authority shall have access to all the data required in M.A.302(c) and (d).</p>	<p><i>Full contents</i></p>
<p><b>AMC M.B.301 (b), (c), (d)</b></p>	<p><b>Maintenance programme</b></p>	<p>Overview of contents with regard to the approval of maintenance programmes by the Competent Authority.</p>	<p><i>Overview</i></p>



<p><b>AMC M.A.302</b></p>	<p><b>Maintenance programme</b></p>	<p>Clarification of the terms “maintenance programme” and “maintenance schedule”.</p> <p>The aircraft should only be maintained to one approved MP at a given point in time. When changing from one approved MP to another, a transfer check or inspection may need to be performed. The MP details should be reviewed at least annually. As a minimum revisions of documents affecting the MP basis need to be considered for inclusion in the MP during the annual review. Applicable mandatory requirements for compliance with Part-21 should be incorporated into the MP as soon as possible.</p> <p>Preface of the MP, defining MP contents, inspection standards, permitted variations to task frequencies and where applicable, any procedure to manage the evolution of established check or inspection intervals.</p> <p>Repetitive maintenance tasks derived from modifications and repairs should be incorporated into the approved MP.</p>	<p><i>Full contents</i></p>
<p><b>Appendix I to AMC M.A.302 and AMC M.B.301</b></p>	<p><b>(b)</b></p>	<p>Overview of the following elements related to the content of a MP:</p> <ol style="list-style-type: none"> <li>1 General requirements</li> <li>2 Programme basis</li> <li>3 Amendments</li> <li>4 Permitted variations to maintenance periods</li> <li>5 Periodic review of maintenance programme contents</li> <li>6 Reliability programmes</li> </ol>	<p><i>Overview</i></p>
<p><b>AMC M.A.302(c)</b></p>	<p><b>Maintenance programme compliance</b></p>	<p>Overview of the interrelations between MRB report, MPD, MM and other maintenance data with regard to the impact on the maintenance programme</p>	<p><i>Overview</i></p>



<p><b>AMC M.A.302(d)</b></p>	<p><b>Maintenance programme – reliability programmes</b></p>	<p>Circumstances under which reliability programmes should be developed. Purpose of a reliability programme. Possible results of a reliability programme. Reliability programme as a means of monitoring the effectiveness of the MP. See also Appendix I to AMC M.A.302 and M.B.301(d), § (6).</p>	<p><i>Full contents</i></p>
<p><b>MAINTENANCE REVIEW BOARD REPORT</b></p>			
	<p><b>MAINTENANCE REVIEW BOARD REPORT</b></p>	<p>Overview of the MRB and of the MSG standards. The MRB report outlines the initial minimum maintenance requirements to be used in the development of an approved maintenance programme for the aeroplane and its major components (airframe, engine, systems and other components). The MRB report is approved by the State of Design. MRB is based on Maintenance Steering Group (MSG) logic.</p> <p>The process of developing maintenance programmes for new aeroplanes has evolved from operator proposed programmes to one in which the regulatory authority and aviation industry work together to develop initial minimum maintenance requirements for new aeroplanes. Subsequent development of initial scheduled maintenance requirements revealed that a programme of effective maintenance tasks could be developed through the use of logical analysis of possible aircraft system failures and their consequences.</p> <p>The decision logic and analysis procedures were contained in a document entitled “Airline/manufacturer Maintenance Program Plan Document” (MSG-1). The aviation industry and the State of Design’s regulatory authority to develop initial minimum maintenance recommendations for the B-747 aeroplanes used these procedures.</p> <p>Through experience gained from this logic, procedures were updated to produce a universal document which could be applied to future newly certificated aeroplanes. This effort resulted in the MSG-2 document. The MSG-2 logic was used to develop initial</p>	<p><i>KEY ELEMENTS</i></p>



		<p>minimum maintenance procedures during the 1970s.</p> <p>In 1980, with the combined efforts of aeroplane and engine manufacturers, airlines, aviation interest groups and regulatory authorities worldwide, new decision logic and analysis procedures were generated in a document called MSG-3. In 1987, after using MSG-3 analysis procedures on a number of aeroplanes, industry felt that the benefits of the experience gained should be used to improve the document for future applications. Thus Revision 1 (r1) to MSG-3 was developed. MSG-3 has been in use since 1988. In 1993, MSG-3r2 was developed and is now used in developing aeroplanes "initial" maintenance programmes.</p>	
M.A.303	<b>Airworthiness directives</b>	Obligation to carry out any applicable AD within the requirements of that AD, unless otherwise specified by the Agency.	<i>Full contents</i>
<b>Regulation (EC) 1702/2003 Part-21 Subpart A General Provisions</b>			
<b>21.A.3B</b>	<b>Airworthiness Directives</b>	<p>To clarify M.A.303 with regard to the obligation to carry out any applicable AD, the requirements of 21.A.3B (Airworthiness Directives) shall be summarised: (a) in detail, (b) overview, (c) in detail (items 1 ÷ 5)</p> <p>What an AD is</p> <p>When an AD shall be issued</p> <p>Responsibilities of the TC / STC holder</p> <p>Minimum contents of an AD: identification of the unsafe condition, identification of the affected aircraft, action(s) required, compliance time for the required action(s), date of entry into force.</p>	<i>Overview</i>



<b>Part M cont.</b>			
<b>M.A.304</b>	<b>Data for modifications and repairs</b>	Obligation to assess damages and to carry out modifications and repairs using data <b>approved</b> by the Agency or by an approved Part-21 design organisation, as appropriate.	<i>Full contents</i>
<b>AMC M.A.304</b>	<b>Data for modifications and repairs</b>	Organisations 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, i.e. repair by replacement of damaged parts requesting technical support from the TC holder requesting technical support from a Part-21 approved organisation agency approval of the particular repair data.	<i>Full contents</i>
<b>Regulation (EC) 1702/2003</b>			
<b>Part-21 Subpart D</b> (Changes to type-certificates and restricted type-certificates)  <b>Part-21 Subpart E</b> (STCs)  <b>Part-21 Subpart M</b> (Repairs)	<b>21.A.107: To be described in details due to its influence to the aircraft continuing airworthiness (CAMO has to consider these additional data).</b>	To clarify M.A.304 requirements, the following elements of Part-21 Subpart D, Subpart E and Subpart M shall be summarised:  <b>21.A.91</b> Classification of changes in type design (Changes in type design are classified as minor and major. Minor change definition)  <b>21.A.435</b> Classification of repairs (A repair may be 'major' or 'minor' - ref. to 21A.9; a repair shall be classified 'major' or 'minor' either by the Agency, or by an appropriately approved design organisation under a procedure agreed with the Agency)  <b>21.A.92</b> Eligibility (Only the TC holder may apply for approval of a major change to a type design under this Subpart; all other applicants for a major change to a type design shall apply under Subpart E)  <b>21.A.107</b> Instructions for continued airworthiness (The holder of a minor change approval to type design shall furnish at least one set of the associated variations, if any, to the instructions for continued airworthiness of the product on which the minor change is to be installed; changes to those variations of the instructions	<i>Selected elements</i>  + <i>overview</i>



	<p><b>21.A.120: To be described in details due to its influence to the aircraft continuing airworthiness (CAMO has to consider these additional data).</b></p>	<p>for continued airworthiness shall be made available to all known operators of a product incorporating the minor change and shall be made available, on request, to any person required to comply with any of those instructions)</p> <p><b>21.A.111</b> Scope (STC) (This Subpart establishes the procedure for the approval of major changes to the type design under supplemental type certificate procedures, and establishes the rights and obligations of the applicants for, and holders of, those certificates. Note: Compare with the 21A.92 Eligibility)</p> <p><b>21.A.120</b> Instructions for continued airworthiness (The holder of the STC shall furnish at least one set of the associated variations, if any, to the instructions for continued airworthiness of the product on which the minor change is to be installed, changes to those variations of the instructions for continued airworthiness shall be made available to all known operators of a product incorporating the minor change and shall be made available, on request, to any person required to comply with any of those instructions).</p> <p><b>21.A.431</b> Scope (Repairs) (This Subpart establishes the procedure for the approval of repair design, and establishes the rights and obligations of the applicants for, and holders of, those approvals; Definition of a "repair" = elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance; Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part)</p> <p><b>21.A.432</b> Eligibility (Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability under 21A.432 B shall be eligible as an applicant for a major repair design approval under the conditions laid down in this Subpart)</p>	
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	<p><b>21.A.445 (Un-repaired damage): To be described in details due to its influence to the aircraft continuing</b></p>	<p><b>21A.432B</b> Demonstration of capability (DOA or alternative procedure to demonstrate its capability - An applicant for a major repair design approval shall demonstrate its capability by holding a design organisation approval, issued by the Agency i.a.w. Subpart J; by way of derogation, as an alternative procedure to demonstrate its capability, an applicant may seek Agency agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart).</p> <p><b>21.A.437</b> Issue of a repair design approval (by the Agency, or by an appropriately approved organisation that is also the type-certificate or the supplemental type-certificate holder, under a procedure agreed with the Agency, or for minor repairs only, by an appropriately approved design organisation under a procedure agreed with the Agency)</p> <p><b>21.A.439</b> Production of repair parts (Under Subpart F of Part-21, or by an organisation appropriately approved i.a.w. Subpart G of Part-21, or by an appropriately approved maintenance organisation. (ref. Scope of the approval of this organisation)</p> <p><b>21.A.441</b> Repair embodiment (The embodiment of a repair shall be made by an appropriately approved maintenance organisation, or by a production organisation appropriately approved i.a.w. Subpart G, under 21A.163 privilege. The design organisation shall transmit to the organisation performing the repair all the necessary installation instructions)</p> <p><b>21.A.443</b> Limitations (A repair design may be approved subject to limitations, in which case the repair design approval shall include all necessary instructions and limitations. These instructions and limitations shall be transmitted by the repair design approval holder to the operator i.a.w. a procedure agreed with the Agency).</p> <p><b>21.A.445</b> Unrepaired damage (When a damaged product, part or appliance, is left un-repaired, the evaluation of the damage for its airworthiness consequences may only be made by the Agency, or by an appropriately approved design organisation under a</p>	
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	<p><b>airworthiness (CAMO has to consider these additional data)</b></p> <p><b>21.A.449: To be described in details due to its influence to the aircraft continuing airworthiness (CAMO has to consider these additional data)</b></p>	<p>procedure agreed with the Agency).</p> <p><b>21.A.447</b> Record keeping (Responsibility of the repair design approval holder)</p> <p><b>21.A.449</b> Instructions for continued airworthiness (The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared i.a.w. the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with the Agency. Those changes to the instructions shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions.</p> <p>The availability of some manual or portion of the changes to the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight — hours/cycles. If updates to those changes to the instructions for continued airworthiness are issued by the holder of the repair design approval after the repair has been first approved, these updates shall be furnished to each operator and shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. A programme showing how updates to the changes to the instructions for continued airworthiness are distributed shall be submitted to the Agency)</p>	
<b>Part M cont.</b>			
<b>M.A.305</b>	<b>Aircraft continuing airworthiness record system</b>	Obligation to enter a certificate of release to service, i.a.w. M.A.801, in the aircraft continuing airworthiness records at the completion of any maintenance. Timeframes related to such obligation.	<i>Full contents</i>





		<p>Required continuing airworthiness records. Data to be entered in the aircraft logbooks.</p> <p>Minimum contents of the aircraft continuing airworthiness records. Information related to components installed that shall be entered in the appropriate logbook / log card, in addition to the authorised release document (EASA Form 1 or equivalent). Control of the continuing airworthiness records. Obligation to present such records to the competent authority upon request.</p> <p>Requirements for entries made in the continuing airworthiness records.</p> <p>Minimum preservation periods of the continuing airworthiness records.</p>	
<b>AMC M.A.305 (d)</b>	<b>Aircraft continuing airworthiness record system</b>	Additional details related to information and data to be entered in the M.A.305 continuing airworthiness record system.	<i>Overview</i>
<b>AMC M.A.305 (h)</b>	<b>Aircraft continuing airworthiness record system</b>	<p>When an operator arranges for the maintenance organisation to retain copies of the continuing airworthiness records on their behalf, the operator will continue to be responsible for the retention of records.</p> <p>If it ceases to be the operator of the aircraft, they also remain responsible for the transferring the records to any other entity who becomes the owner/operator of the aircraft. Clarification of "keeping continuing airworthiness records in a form acceptable to the competent authority".</p> <p>Acceptable storage methods for records.</p> <p>Clarification of "details of current modifications and repairs". Requirements related to protection of continuing airworthiness records. How to manage reconstruction of lost or destroyed records.</p>	<i>Full contents</i>



<b>AMC M.A.305 (h) 6</b>	<b>Aircraft continuing airworthiness record system</b>	Clarification of “component vital to flight safety” with regard to M.A.305.	<i>Full contents</i>
<b>M.A.306</b>	<b>Operator's technical log system</b>	Obligation to use an aircraft technical log system. Minimum contents of the technical log system, for each aircraft. Approval by the Competent Authority. Minimum preservation periods of the aircraft technical log.	<i>Full contents</i>
<b>AMC M.A.306 (a)</b>	<b>Operator's technical log system</b>	Additional details related to the aircraft technical log system. Sample structure of a technical log (5 section system; contents)	<i>Full contents</i>
<b>AMC M.A.306 (b)</b>	<b>Operator's technical log system</b>	The aircraft technical log system can be a paper or computer system, or any combination of both methods acceptable to the competent authority.  Safeguards against unauthorised alterations.	<i>Full contents</i>
<b>M.A.307</b>	<b>Transfer of aircraft continuing airworthiness records - § (a), (c)</b>	Responsibility to transfer the M.A.305 continuing airworthiness records and the M.A.306 operator's technical log when an aircraft is permanently transferred from one operator to another.  The time periods prescribed for the retention of records shall continue to apply to the new operator.	
<b>AMC M.A.307 (a)</b>	<b>Transfer of aircraft continuing airworthiness records</b>	Management of continuing airworthiness records when an operator terminates his operation.  Management of records in case of dry lease-out for less than 6 months.	<i>Full contents</i>



<b>CAMO</b>			
<b>M.A.705</b>	<b>Facilities</b>	<p>Obligation to provide suitable office accommodation at appropriate locations.</p> <p>Reference to AMC M.A.705.</p>	<i>Full contents</i>
<b>AMC M.A.705</b>	<b>Facilities</b>	<p>Office accommodation such that staff can carry out designated tasks in a manner that contributes to good standards.</p> <p>One office may be enough for smaller organisations, provided there is sufficient space and each task can be carried out without disturbance.</p> <p>Need for an adequate technical library and room for document consultation.</p>	<i>Full contents</i>
<b>M.A.706</b>	<b>Personnel requirements</b> + <b>Appendix X to AMC - EASA Form 4</b>	<p>Required personnel and related requirements / responsibilities:</p> <ul style="list-style-type: none"> <li>• Accountable manager, who shall be the same as per the AOC</li> <li>• A person or group of persons with the responsibility of ensuring that the organisation is always in compliance with this Subpart, ultimately responsible to the accountable manager</li> <li>• Nominated post holder, which shall not be employed by a Part-145 organisation under contract, unless agreed by the competent authority</li> <li>• Sufficient appropriately qualified staff for the expected work.</li> </ul> <p>Obligation to show relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness.</p> <p>Obligation to record the qualification of all personnel involved in continuing airworthiness management.</p>	<i>Full contents</i> + <i>Overview</i>



<b>AMC M.A.706</b>	<b>Personnel requirements</b>	<p>Guidance about the “person or group of persons” prescribed in M.A.706 (c)</p> <p>Actual number of persons to be employed and their necessary qualifications is dependent upon the tasks to be performed, the size and complexity of the organisation, and the amount and complexity of maintenance contracting.</p> <p>A simple formula covering the whole range of possibilities is not feasible.</p> <p>The organisation should</p> <ul style="list-style-type: none"><li>• make an analysis of the tasks to be performed,</li><li>• define the way in which it intends to divide and/or combine these tasks,</li><li>• specify how it intends to assign responsibilities</li><li>• establish the number of man/hours and the qualifications needed</li></ul> <p>in order to enable the competent authority to accept the number of persons and their qualifications. Such analysis should be updated in case of significant changes. Thorough description of all detailed requirements related to the nominated person or group of persons.</p>	<i>Full contents</i>
<b>AMC M.A.706</b>	<b>Personnel requirements (e)</b>	<p>Criteria to accept that the nominated post holder be employed by the organisation approved under Part-145. This does not affect situations where the organisation approved under Part-145 and the operator are the same.</p>	<i>Full contents</i>



**M.A.708**

**continuing airworthiness  
management  
§ (b), (c)**

For every aircraft managed, the approved CAMO shall:

- develop and control a maintenance programme (MP) for the aircraft managed including any applicable reliability programme,
- present the aircraft MP and its amendments to the competent authority for approval,
- manage the approval of modification and repairs,
- ensure that all maintenance is carried out i.a.w. the approved MP and released i.a.w. M.A. Subpart H,
- ensure that all applicable AD and operational directives with a continuing airworthiness impact, are applied,
- ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation,
- ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary,
- 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,
- manage and archive all continuing airworthiness records and/or operator's technical log,
- ensure that the mass and balance statement reflects the current status of the aircraft.

When the operator is not appropriately approved to Part-145, it shall establish a written maintenance contract between the operator and a Part-145 approved organisation or another



		<p>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).</p> <p>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> <ul style="list-style-type: none"> <li>• An aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the Part-145 maintenance organisation.</li> <li>• 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.</li> </ul>	
<p><b>AMC M.A.708 (c)</b></p>	<p><b>Continuing airworthiness management</b></p>	<p>The contract between the operator and a maintenance organisation approved under Part-145.</p> <p>Contents of the contract (reference to Appendix XI to this AMC). Need to detail the specification of work and the assignment of responsibilities.</p> <p>Need to ensure that all maintenance work is performed, service bulletins are analysed and decisions taken on accomplishment, airworthiness directives are completed on time and that all work, including non-mandatory modifications is carried out to approved data and to the latest standards.</p> <p>For line maintenance, the actual layout of the contract the IATA SGHA may be used as a basis, but this does not preclude the competent authority of operator from ensuring that the content of the contract is acceptable to them, and especially that the contract allows the operator to properly exercise its maintenance responsibility.</p>	<p><i>Full contents</i></p>



		<p>Those parts of a contract that have no bearing on the technical or operational aspects of airworthiness are outside the scope of this paragraph.</p> <p>Possibility to contract another operator that is not directly approved under Part-145. In this case the operator's CAME should include appropriate procedures to ensure that all this contracted maintenance is ultimately performed on time by organisations approved under Part-145 i.a.w. the contracting operator's data. In particular the quality system procedures should place great emphasis on monitoring compliance with the above. The list of Part-145 approved contractors, or a reference to this list, should be included in the operator's CAME. Such a maintenance arrangement does not absolve the operator from its overall continuing airworthiness responsibility. In order to accept the maintenance arrangement, the competent authority should be satisfied that such an arrangement allows the operator to ensure full compliance with responsibilities pursuant to M.A.201.</p> <p>The purpose of M.A.708(c) is to ensure that all maintenance is carried out by properly approved Part-145 organisations. This does not preclude a primary maintenance arrangement with an operator that is not such an organisation, when it proves that such an arrangement is in the interest of the operator by simplifying the management of its maintenance, and the operator keeps an appropriate control of it. Such an arrangement should not preclude the operator from ensuring that all maintenance is performed by a Part-145 approved organisation and complying with the M.A.201 continuing airworthiness responsibility requirements.</p> <p>Typical examples of such arrangements.</p>	
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<p><b>AMC M.A.708 (c) (1)</b></p>	<p><b>Continuing airworthiness management – unscheduled maintenance</b></p>	<p>Clarification of the intent of M.A.708 (c) 1. Even where base maintenance is ordered on a case-by-case basis, there should be a written maintenance contract.</p>	<p><i>Full contents</i></p>
<p><b>Appendix XI to AMC M.A.708(c)</b></p>	<p><b>CONTRACTED MAINTENANCE</b></p>	<p>Overview of the main technical points that should be addressed, when applicable, in a maintenance contract between an Operator and a Part-145 approved organisation.</p> <p>When maintenance is contracted to more than one Part-145 approved organisation, attention should be paid to the consistency of the different maintenance contracts.</p> <p>Need to establish organisational responsibility, procedures and routines in the Operator’s M.A.Subpart G &amp; Part-145 organisations to ensure that any person involved is informed about his responsibility and the procedures which apply. These procedures and routines can be included/appended to the operator's CAME and maintenance organisation's MOE or consist in separate procedures.</p> <p>Procedures and routines should reflect the conditions of the contract.</p> <p>Structure of a maintenance contract including base/line maintenance:</p> <ul style="list-style-type: none"> <li>2. Aircraft maintenance <ul style="list-style-type: none"> <li>2.1. Scope of work</li> <li>2.2. Locations identified for the performance of maintenance/Certificates held</li> <li>2.3. Subcontracting</li> <li>2.4. Maintenance programme</li> <li>2.5. Quality monitoring</li> <li>2.6. Competent authority involvement</li> <li>2.7. Airworthiness data</li> <li>2.8. Incoming Conditions</li> <li>2.9. Airworthiness Directives and Service Bulletin/Modifications</li> </ul> </li> </ul>	<p><i>Overview</i></p>





		<ul style="list-style-type: none"><li>2.10. Hours &amp; Cycles control.</li><li>2.11. Life limited parts</li><li>2.12. Supply of parts.</li><li>2.13. Pooled parts at line stations.</li><li>2.14. Scheduled maintenance</li><li>2.15. Unscheduled maintenance/Defect rectification.</li><li>2.16. Deferred tasks.</li><li>2.17. Deviation from the maintenance schedule.</li><li>2.18. Test flight.</li><li>2.19. Release to service documentation.</li><li>2.20. Maintenance recording.</li><li>2.21. Exchange of information.</li><li>2.22. Meetings.<ul style="list-style-type: none"><li>2.22.1. Contract review.</li><li>2.22.2. Workscope planning meeting.</li><li>2.22.3. Technical meeting.</li><li>2.22.4. Quality meeting.</li><li>2.22.5. Reliability meeting.</li></ul></li></ul> <p>Structure of an engine shop maintenance contract:</p> <ul style="list-style-type: none"><li>3. Engine maintenance.<ul style="list-style-type: none"><li>3.1. Scope of work.</li><li>3.2. Location identified for the performance of maintenance/Certificates held.</li><li>3.3. Subcontracting.</li><li>3.4. Maintenance Programme.</li><li>3.5. Quality monitoring.</li><li>3.6. Competent authority involvement</li><li>3.7. Airworthiness data.</li><li>3.8. Incoming Conditions.</li><li>3.9. Airworthiness Directives and Service Bulletin/Modifications</li><li>3.10. Hours &amp; Cycles control.</li><li>3.11. Life Limited Parts.</li><li>3.12. Supply of parts.</li><li>3.13. Scheduled maintenance.</li><li>3.14. Unscheduled maintenance/Defect rectification.</li></ul></li></ul>	
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		<ul style="list-style-type: none"> <li>3.15. Deferred tasks.</li> <li>3.16. Deviation from the Maintenance Schedule.</li> <li>3.17. Test bench.</li> <li>3.18. Release to service documentation.</li> <li>3.19. Maintenance recording.</li> <li>3.20 Exchange of information.</li> <li>3.21. Meetings. <ul style="list-style-type: none"> <li>3.21.1. Contract review.</li> <li>3.21.2. Workscope planning meeting.</li> <li>3.21.3. Technical meeting</li> <li>3.21.4. Quality meeting</li> <li>3.21.5. Reliability meeting.</li> </ul> </li> </ul> <p>Structure of a maintenance contract including only line maintenance:</p> <ul style="list-style-type: none"> <li>4. Aircraft line maintenance. <ul style="list-style-type: none"> <li>4.1. Scope of work.</li> <li>4.2. Location identified for the performance of maintenance/Certificates held.</li> <li>4.3. Subcontracting.</li> <li>4.4. Quality monitoring.</li> <li>4.5. Airworthiness data.</li> <li>4.6. Supply of parts.</li> <li>4.7. Pooled parts.</li> <li>4.8. Unscheduled maintenance/Defect rectification.</li> <li>4.9. Deferred tasks.</li> <li>4.10. Release to service.</li> <li>4.11. Exchange of information.</li> <li>4.12. Meetings.</li> </ul> </li> </ul>	
<p><b>Appendix II to AMC M.A.201 (h) 1</b></p>	<p><b>Sub-contracting of continuing airworthiness management tasks</b></p>	<p>Obligation to ensure active control of sub-contracted continuing airworthiness management tasks. Means to ensure active control of the standards of the sub-contracted organisation.</p> <p>Need to employ a person or group of persons, trained and competent, to be responsible for determining what maintenance is required, when it has to be performed and by whom and to what</p>	<p><i>Full contents</i></p>



		<p>standard, in order to ensure the continued airworthiness of the aircraft being operated.</p> <p>The pre-contract audit and its purpose. Verifications that the operator should perform with regard to the sub-contracted organisation. Procedures to ensure management control of sub-contracted continuing airworthiness management tasks, to be included in the CAME.</p> <p>The contract between the operator and the sub-contracted organisation.</p> <p>Contents of the contract, including responsibilities of both parties. Procedures of the sub-contracted organisation and compatibility with the operator's CAME; access and acceptance by the competent authority.</p> <p>Responsible person for continued monitoring and acceptance of the sub-contracted organisation procedures and their amendments. Controls used to fulfil this function. Access to all relevant data by the operator's continuing airworthiness management personnel in order to fulfil their responsibilities.</p> <p>Authority to override where necessary any recommendation of the sub-contracted organisation.</p> <p>Need to ensure that the sub-contracted organisation continues to have qualified technical expertise and sufficient resources to perform the subcontracted tasks while in compliance with the relevant procedures.</p> <p>Competent authority monitoring to be specified in the contract. Responsibilities to ensure that any findings arising from the competent authority monitoring will be closed satisfactorily. Detailed description of topics which may be applicable in a sub-contract arrangement and of related requirements / responsibilities:</p>	
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		<ul style="list-style-type: none"> <li>○ Scope of work</li> <li>○ Maintenance programme development and amendment</li> <li>○ Maintenance programme effectiveness and reliability monitoring</li> <li>○ Permitted variations to maintenance programme</li> <li>○ Scheduled maintenance</li> <li>○ Quality monitoring</li> <li>○ Access by the competent authority</li> <li>○ Maintenance data</li> <li>○ Airworthiness directives</li> <li>○ Service bulletin/modifications</li> <li>○ Service life limit controls &amp; component control/removal forecast.</li> <li>○ Engine health monitoring</li> <li>○ Defect control</li> <li>○ Mandatory occurrence reporting</li> <li>○ Continuing airworthiness records</li> <li>○ Check flight procedures</li> <li>○ Communication between the operator and sub-contracted organisation</li> </ul>	
<b>M.A.709</b>	<b>Documentation</b>	Obligation to hold and use applicable current M.A.401 maintenance data in the performance of M.A.708 continuing airworthiness tasks.	<i>Full contents</i>
<b>M.A.712</b>	<b>Quality system § (a), (b), (c), (d), (e)</b>	<p>Obligation to establish a quality system and designate a quality manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy aircraft, in order to ensure that the CAMO continues to meet the requirements of this Subpart.</p> <p>The feedback system to the accountable manager to ensure corrective action as necessary.</p>	



		<p>The quality system, as a minimum, shall include monitoring:</p> <ul style="list-style-type: none"> <li>• that all Subpart G activities are performed i.a.w. approved procedures</li> <li>• that all contracted maintenance is carried out i.a.w. the contract</li> <li>• the continued compliance with the requirements of this Part.</li> </ul> <p>Minimum preservation of quality system records. The M.A. Subpart G quality system shall be an integrated part of the operator's quality system. It can also be combined with that required by another Part, if the organisation is approved i.a.w. such Part.</p>	
<b>AMC M.A.712 (a)</b>	<b>Quality system</b>	<p>Need to ensure that procedures are held current and reflect best practice within the organisation.</p> <p>Responsibility of employees to report difficulties with the procedures via internal occurrence reporting mechanisms.</p> <p>Need to verify and validate all procedures, and related changes, before use where practicable.</p> <p>Purpose of the feedback element, leading to the accountable manager.</p> <p>Management of audit reports and of rectification dates. Actions required by relevant departments. Regular meetings between the accountable manager and its staff.</p>	<i>Full contents</i>
<b>AMC M.A.712 (b)</b>	<b>Quality system</b>	<p>Primary objectives of the quality system. The independent audit process, including product sampling. The independent audit as objective overview of the complete continuing airworthiness management related activities (complementing therefore the airworthiness review process).</p>	<i>Full contents</i>



		<p>All aspects of M.A. Subpart G compliance to be checked annually, including all the sub-contracted activities.</p> <p>Audits may be carried out as a complete single exercise or subdivided over the year period i.a.w. a scheduled plan. Guidance about checking procedures against product lines. Provisions in order to increase audit time periods. Management of audit plan in case of multiple locations. The audit report.</p> <p>How to ensure the independence of the audit. The quality audit plan.</p>	
<b>M.A.714</b>	<b>Record-keeping</b>	<p>Obligation to record all details of work carried out and to retain records required by M.A.305 and M.A.306.</p> <p>If the CAMO has the privilege of issuing ARCs or related recommendations, all issued certificates/recommendations and related supporting documents shall be retained at least until two years after the aircraft has been permanently withdrawn from service.</p> <p>Protection of records from damage, alteration and theft. Management of computer records.</p> <p>Transfer of records if continuing airworthiness management of an aircraft is transferred to another organisation or person; impact on retention periods.</p> <p>Transfer of records to the owner of the aircraft if CAMO terminates operation.</p>	<i>Full contents</i>
<b>AMC M.A.714</b>	<b>Record-keeping</b>	<p>Obligation for the CAMO to receive always complete CRS from the AMO to ensure that the required records can be retained.</p> <p>The system to keep the continuing airworthiness records should be described in the CAME.</p>	<i>Full contents</i>



		<p>CAMO can arrange for the relevant AMO to retain copies of the continuing airworthiness records on its behalf, but it remains responsible for preservation of records i.a.w. M.A.714. If CAMO ceases to manage an aircraft, it is responsible for transferring the records to the person/organisation managing continuing airworthiness of the aircraft.</p> <p>Explanation of “keeping continuing airworthiness records in a form acceptable to the competent authority”.</p> <p>Requirements applicable to various recording systems in order to ensure their availability during all required retention period.</p>	
<b>CAME</b>			
<b>M.A.704</b>	<b>CAME</b>	<p>Purpose of the CAME.</p> <p>What a CAME should comprise (Part 0 ÷ Part 4). Possibility to combine CAME with other exposition or manual required by another Part; example for a combined Part-145 and CAMO (Part 0 ÷ Part 9).</p> <p>Personnel to be familiar with those parts of the CAME that are relevant to their tasks. CAME to specify responsibilities for its amendment. Unless otherwise agreed by the competent authority, the quality manager should be responsible for monitoring and amending the CAME, associated procedures manuals, and the submission of proposed amendments to the competent authority.</p> <p>Possibility of an “indirect approval” procedure defining amendments which can be incorporated without the prior consent of the competent authority.</p> <p>Use electronic data processing (EDP) for publication of the CAME; compatibility of EDP systems with the necessary internal and external dissemination of the CAME. Need to made the CAME available to the competent authority in a form acceptable.</p>	<i>Full contents</i>



		<p>The corporate commitment signed by the accountable manager. Sample corporate commitment.</p> <p>Need to ensure signature of such statement at the earliest opportunity whenever the accountable manager is changed; failure invalidates the CAMO approval and therefore the air operators certificate.</p> <p>Appendix V to M.A.704 contains an example of an exposition lay-out.</p>	
<b>AMC M.A.704</b>	<b>CAME</b>	<p>Obligation to provide a CAME. Minimum contents of the CAME (items 1 ÷ 8).</p> <p>Approval of the CAME and its amendments by the competent authority.</p> <p>Approval of minor amendments through a CAME procedure (indirect approval).</p>	<i>Full contents</i>
<b>Appendix V to AMC M.A.704</b>	<b>CAMO Exposition</b>	<p>Overview of the example provided (generic CAME lay-out): Part 0 ÷ Part 5.</p>	<i>Overview</i>
<b>CAMO APPROVAL</b>			
<b>M.A.702</b>	<b>Application</b>	<p>Application for issue or variation of a CAMO approval to be made on a form and in a manner established by the competent authority.</p>	<i>Full contents</i>
<b>M.B.701</b>	<b>Application</b>	<p>List of documents to be received by the competent authority for approval, together with the initial application for the air operator's certificate and where applicable any variation applied for and for each aircraft type to be operated.</p> <p>The issue of "joint investigation" in case facilities are located in more than one Member State.</p>	





<b>AMC M.B.701 (a)</b>	<b>Application</b>	<p>Competent authority should not expect the documents listed in M.B.701 (a) to be submitted in a completed state with the initial application, since each may require approval in its own right and may be subject to amendment as a result of competent authority assessment during the technical investigations. Draft documents should be submitted at the earliest opportunity so that investigation of the application can begin. Grant or change cannot be achieved until the competent authority is in possession of completed documents.</p> <p>This information is required to enable the competent authority to conduct its investigation, to assess the volume of maintenance work necessary and the locations at which it will be accomplished. The applicant should inform the competent authority where base and scheduled line maintenance is to take place and give details of any contracted maintenance which is in addition to that provided in response to M.A.201 (h) 2 or M.A.708 (c).</p> <p>At the time of application, the operator should have arrangements for all base and scheduled line maintenance in place for an appropriate period of time, as accepted to the competent authority. The operator should establish further arrangements in due course before the maintenance is due.</p> <p>Base maintenance contracts for high-life time checks may be based on one time contracts, when the competent authority considers that this is compatible with the operator's fleet size.</p>	<i>Full contents</i>
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<b>Findings</b>			
<b>M.A.716</b>	<b>Findings</b>	<p>Definition of level 1 finding and level 2 finding. CAMO needs to define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within an agreed period, after receipt of notification of findings according to M.B.705.</p>	<i>Full contents</i>
<b>M.B.705</b>	<b>Findings</b>	<p>Actions to be taken by the competent authority when evidence is found showing non-compliance to the Part-M requirements. For level 1 findings, immediate action shall be taken to revoke, limit or suspend in whole or in part, depending upon the extent of the finding, the CAMO approval, until successful corrective action has been taken.</p> <p>For level 2 findings, the competent authority shall grant a corrective action period appropriate to the nature of the finding that shall not be more than three months. In certain circumstances, at the end of this first period, and subject to the nature of the finding the competent authority can extend the three month period subject to a satisfactory corrective action plan. Action shall be taken by the competent authority to suspend in whole or part the approval in case of failure to comply within the timescale granted.</p>	<i>Full contents</i>
<b>AMC M.B.705 (b) 1</b>	<b>Findings</b>	<p>Actions in case of a level 1 finding in order that corrective action can be taken to ensure possible unsafe conditions before further flight.</p> <p>A level 1 finding could lead to a non compliance to be found on an aircraft as specified in M.B. 303 (g) - Aircraft continuing airworthiness monitoring. In this case, proper action to be taken as specified in M.B.303 (h).</p>	<i>Full contents</i>



<b>Revocation, suspension and limitation of an approval</b>			
<b>M.B.707</b>	<b>Revocation, suspension and limitation of an approval</b>	<p>The competent authority shall:</p> <ul style="list-style-type: none"> <li>• suspend an approval on reasonable grounds in the case of potential safety threat, or;</li> <li>• suspend, revoke or limit an approval pursuant to M.B.705 (findings).</li> </ul>	<i>Full contents</i>
<b>Extent of approval</b>			
<b>M.A.703</b>	<b>Extent of approval + Appendix VI to Part M</b>	<p>The grant of approval is indicated by the issue of the certificate included in Appendix VI by the competent authority. CAME must specify the scope of work deemed to constitute approval.</p> <p>For CAT the approval shall be part of the AOC issued by the competent authority, for the aircraft operated. Overview of Appendix VI – Approval Certificate</p>	<p><i>Full contents</i></p> <p>+</p> <p><i>Overview</i></p>
<b>Initial approval</b>			
<b>M.B.702</b>	<b>Initial approval</b>	<p>Competent authority shall formally indicate its acceptance of the M.A.706(a), (c), (d) and M.A.707 personnel in writing, provided the relevant requirements of M.A.706(a), (c), (d) and M.A.707 are complied with.</p> <p>Competent authority shall establish that the procedures specified in the CAME comply with M.A. Subpart G and ensure the accountable manager signs the commitment statement. The competent authority shall verify the organisation's compliance with M.A. Subpart G requirements.</p> <p>The meeting with the accountable manager (at least once during investigation) and its purpose. All findings to be confirmed in writing to the applicant organisation.</p>	<i>Full contents</i>



		<p>Obligation to record all findings, closure actions and recommendations.</p> <p>For initial approval all findings shall be corrected by the organisation and closed by the competent authority before the approval can be issued.</p>	
<b>AMC M.B.702 (a)</b>	<b>Initial approval</b>	<p>Meaning of "Formally indicate in writing" (EASA Form 4). Applicability of EASA Form 4.</p> <p>Acceptance of the accountable manager.</p>	<i>Full contents</i>
<b>AMC M.B.702 (b)</b>	<b>Initial approval</b>	<p>The competent authority should indicate approval of the CAME in writing.</p> <p>Contracts for sub-contracting continuing airworthiness management tasks by operators should be included in the CAME.</p> <p>The competent authority should verify that the standards set forth in AMC M.A.201 (h) 1 have been met when approving the exposition</p>	<i>Full contents</i>
<b>AMC M.B.702 (c)</b>	<b>Initial approval</b>	<p>The competent authority should determine by whom, and how the audit shall be conducted (one large team audit, a short series of small team audits, etc).</p> <p>The audit may be carried out on a product line type basis When determining the scope of the audit and which activities of the organisation will be assessed during the audit, the privileges of the approved organisation should be taken into account.</p> <p>The competent authority auditing surveyor should always ensure that he/she is accompanied throughout the audit by a senior technical member of the organisation. Normally this is the quality manager. The reason for being accompanied is to ensure the organisation is fully aware of any findings during the audit.</p>	<i>Full contents</i>



		The auditing surveyor should inform the senior technical member of the organisation at the end of the audit visit on all findings made during the audit.	
<b>AMC M.B.702 (e)</b>	<b>Initial approval</b>	Findings to be recorded on an audit report form with a provisional categorisation as a level 1 or 2, and then to be reviewed, adjusted if necessary, and become "confirmed".  All findings to be confirmed in writing to the organisation within 2 weeks. Dealing with situations in which there is uncertainty about compliance.	<i>Full contents</i>
<b>Issue of approval</b>			
<b>M.B.703</b>	<b>Issue of approval</b>	Issuance of an EASA Form 14 approval certificate (Appendix VI) including the extent of approval.  Validity to be indicated on the EASA Form 14 approval certificate. The reference number.  Information to be included on the air operator's certificate.	<i>Full contents</i>
<b>AMC M.B.703 (a)</b>	<b>Issue of Approval</b>	How to manage approvals involving more than one competent authority. Approval to be based upon the aircraft maintenance programmes.	<i>Overview</i>
<b>AMC M.B.703 (d)</b>	<b>Issue of Approval</b>	CAMO approval to be indicated by a statement. Information to be contained. Use of the EASA form 14.  The case in which a CAMO is approved to manage the continuing airworthiness of non CAT aircraft under an arrangement with the owner, and/or to carry out airworthiness reviews.	<i>Full contents</i>



<b>CAMO PRIVILEGES</b>			
<b>M.A.711</b>	<b>Privileges of the organisation</b>	<p>Privileges of an approved CAMO:</p> <ul style="list-style-type: none"> <li>• to manage the continuing airworthiness of non CAT aircraft</li> <li>• to manage the continuing airworthiness of CAT aircraft listed on its AOC</li> <li>• to arrange to carry out any task of continuing airworthiness within the limitation of its approval with another organisation that is working under its quality system.</li> </ul> <p>Additional privileges of an approved CAMO, registered in a Member State:</p> <ul style="list-style-type: none"> <li>• To issue an airworthiness review certificate.</li> <li>• To make a recommendation for the airworthiness review to a Member State of Registry.</li> </ul>	<i>Full contents</i>
<b>AMC M.A.711 (b)</b>	<b>Privileges of the organisation</b>	<p>No need of being approved to carry out airworthiness reviews. This can be contracted to an approved organisation. In this case, the airworthiness review should be carried out every year, and the ARC issued by the competent authority following a recommendation.</p>	<i>Full contents</i>
<b>M.A.715</b>	<b>Continued validity of approval</b>	<p>Approvals to be issued for an unlimited duration, and to remain valid subject to:</p> <ul style="list-style-type: none"> <li>• the organisation remaining in compliance with this Part, i.a.w. the provisions related to the handling of findings (see M.B.705);</li> <li>• the competent authority being granted access to determine continued compliance with this Part;</li> <li>• the approval not being surrendered or revoked.</li> </ul>	<i>Full contents</i>



		Approval certificate to be returned to the competent authority in case of surrender or revocation.	
<b>CAMO OVERSIGHT</b>			
<b>M.B.704</b>	<b>Continuing oversight</b>	<p>Program to be defined and managed by the competent authority, listing for each approved CAMO, the dates when audits are due and when they were carried out. Each organisation to be completely audited at periods not exceeding 24 months.</p> <p>A sample of the aircraft managed by the CAMO to be surveyed by the competent authority in every 24 month period. Criteria to define sample size.</p> <p>All findings to be confirmed in writing to the applicant organisation, and to be recorded by the competent authority together with closure actions and recommendations.</p> <p>A meeting with the accountable manager to take place at least once every 24 months.</p>	<i>Full contents</i>
<b>AMC M.B.704 (b)</b>	<b>Continuing oversight</b>	<p>Where a series of audits are necessary to perform a complete audit of an approved CAMO, the program should indicate which aspects of the approval will be covered on each visit.</p> <p>Part of an audit to be concentrated on two ongoing aspects of the CAMO approval, namely the organisations internal self monitoring quality reports to determine if the organisation is identifying and correcting its problems and secondly the number of concessions granted by the quality manager.</p> <p>Completion of an audit report form at the successful conclusion of the audit(s) including verification of the CAME, including all recorded findings, closure actions and recommendation (EASA Form 13).</p>	<i>Full contents</i>



		<p>Credit may be claimed by the competent authority surveyors for specific item audits completed during the preceding 11 month period; related conditions.</p> <p>Need to audit all sub-contracted organisations if the operator sub-contracts continuing airworthiness management tasks, at periods not exceeding 12 months, to ensure they fully comply with M.A. Subpart G. For these audits, the competent authority surveyor should always be accompanied by a senior technical member of the operator. All findings to be sent to and corrected by the operator.</p>	
<p><b>M.B.303</b></p>	<p><b>Aircraft continuing airworthiness monitoring</b></p>	<p>Competent authority to develop a survey programme to monitor the airworthiness status of the fleet of aircraft on its register.</p> <p>Survey programme to include sample product surveys of aircraft.</p> <p>Programme to be developed taking into account the number of aircraft on the register, local knowledge and past surveillance activities.</p> <p>Product survey to be focused on key risk airworthiness elements and identify any findings.</p> <p>Need to analyse each finding to determine its root cause. All findings to be confirmed in writing to the organisation and to be recorded together with closure actions and recommendations. If during aircraft surveys evidence is found showing non-compliance to a Part-M requirement, the competent authority shall take action i.a.w. M.B.903.</p> <p>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>Full contents</i></p>





<b>AMC M.B.303 (b)</b>	<b>Aircraft continuing airworthiness monitoring</b>	What can be included in a sample product survey of an aircraft. Purpose of regular sample product surveys by the competent authority.	<i>Full contents</i>
<b>AMC M.B.303 (c)</b>	<b>Aircraft continuing airworthiness monitoring</b>	Need to create an annual programme of surveys. Criteria to select aircraft and/or operators. Identification of the operator/fleet/aircraft causing the greatest concerns.	<i>Full contents</i>
<b>AMC M.B.303 (d)</b>	<b>Aircraft continuing airworthiness monitoring</b>  +  <b>Appendix III to AMC M.B.303 (d)</b>	Example of an annual survey programme (reference to Appendix III).  Key risk airworthiness elements to be sampled during each survey.  Need to identify root cause of each finding in conjunction with the operator.  Annual ramp survey programme based on geographical locations, to be performed without delaying the aircraft unnecessarily. Purpose and criteria.	<i>Full contents</i>  +  <i>Overview</i>
<b>CHANGES</b>			
<b>M.A.713</b>	<b>Changes to the approved continuing airworthiness organisation</b>	CAMO shall notify to the competent authority any proposal to carry out any of the following changes, before such changes take place: <ul style="list-style-type: none"> <li>• Name of the organisation.</li> <li>• Location of the organisation.</li> <li>• Additional locations of the organisation.</li> <li>• The accountable manager.</li> <li>• Any of the persons specified in M.A.706(c).</li> <li>• Facilities, procedures, work scope and staff that could affect the approval.</li> </ul>	<i>Full contents</i>



		In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.	
<b>AMC M.A.713</b>	<b>Changes to the approved continuing airworthiness organisation</b>	<p>This paragraph covers scheduled changes to the CAMO approval. Whilst the requirements relating to AOCs are prescribed in the appropriate regulation, operators should be aware of this Part M requirement which may affect continued acceptance of the continuing airworthiness management.</p> <p>The purpose of this paragraph is to enable the CAMO to remain approved if agreed by the competent authority during negotiations about any of the specified changes, otherwise the approval would automatically be suspended in all cases.</p>	<i>Full contents</i>
<b>M.B.706</b>	<b>Changes</b>	<p>Management of amendments to the CAME in the case of:</p> <ul style="list-style-type: none"> <li>• Direct approval</li> <li>• Indirect approval</li> </ul> <p>The competent authority shall prescribe the conditions under which the CAMO may operate during such changes.</p>	<i>Full contents</i>
<b>AMC M.B.706</b>	<b>Changes Overview</b>	<p>Competent authority to have adequate control over any changes to the personnel specified in M.A.706 (a), (b), (c) and (d). Such changes will require an amendment to the exposition. Competent authority should define the class of amendments to the exposition which may be incorporated through indirect approval. A procedure should be stated in the amendment section of the approved CAME.</p> <p>CAMO to submit each CAME amendment to the competent authority whether it be an amendment for competent authority approval or an indirectly approved amendment. Subsequent actions by the competent authority. List of changes to the approval which should not be subject to the indirect approval procedure.</p>	



**AIRWORTHINESS REVIEW CERTIFICATE**

<p><b>M.A.901</b></p>	<p><b>Aircraft airworthiness review</b></p> <p>+</p> <p><b>Appendix III - Overview</b></p>	<p>Airworthiness review of the aircraft and its continuing airworthiness records to be carried out periodically in order to ensure the validity of the aircraft airworthiness certificate. Airworthiness review certificate issued i.a.w. Appendix III (EASA Form 15a or 15b) on completion of a satisfactory airworthiness review; validity = one year.</p> <p>Definition of “controlled environment”.</p> <p>Possible privileges of an appropriately approved CAMO if an aircraft is within a controlled environment.</p> <p>Issuance of the airworthiness review certificate if an aircraft is not within a controlled environment, or managed by a CAMO that does not hold the privilege to carry out airworthiness reviews. In such case ARC shall be issued by the competent authority following a satisfactory assessment based on a recommendation made by an appropriately approved CAMO sent together with the application from the owner/operator. This recommendation shall be based on an airworthiness review carried out i.a.w. M.A.710.</p> <p>Whenever circumstances show the existence of a potential safety threat, the competent authority may carry out the airworthiness review and issue the airworthiness review certificate itself. In such case, owner/operator to provide the competent authority with the documentation required, suitable accommodation at the appropriate location for its personnel, and when necessary the support of personnel appropriately qualified i.a.w. Part-66.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.901 (a)</b></p>	<p><b>Aircraft airworthiness review</b></p>	<p>Difference between EASA Form 15a and 15b.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.901 (c) 2</b></p>	<p><b>Aircraft airworthiness review</b></p>	<p>When the aircraft has remained within a controlled environment, the extension of the validity of the ARC does not require an airworthiness review but only a verification of the continuous</p>	<p><i>Full contents</i></p>



		compliance with M.A.902 (b).	
<b>AMC M.A.901 (d)</b>	<b>Aircraft airworthiness review Overview</b>	Minimum contents of the recommendation sent to the competent authority.	
<b>AMC M.A.901 (e)</b>	<b>Aircraft airworthiness review</b>	Guidance about "suitable accommodation" and about the support of personnel appropriately qualified i.a.w. Part 66.	<i>Full contents</i>
<b>SUBPART G CAMO AIRWORTHINESS REVIEW</b>			
<b>M.A.710</b>	<b>Airworthiness review</b>	<p>The concept of "full documented review of the aircraft records". Detailed list of all items to be reviewed. The concept of "physical survey" of the aircraft. Assistance by qualified personnel in accordance to Part 66 if needed.</p> <p>Detailed list of all items to be surveyed. Verification of no inconsistencies between the aircraft and the records.</p> <p>Possibility to anticipate the review to allow it to take place during a maintenance check.</p> <p>Documents to be issued (EASA Form 15b or recommendation) by authorised airworthiness review staff on behalf of the approved CAMO when satisfied that the airworthiness review has been properly carried out.</p> <p>Notification of the ARC issued / extended to the State of Registry. No subcontracting of Airworthiness review tasks. Notification to the competent authority if the outcome of the airworthiness review is inconclusive.</p>	<i>Full contents</i>



<p><b>AMC M.A.710 (a)</b></p>	<p><b>Airworthiness review</b></p>	<p>Categories of documents to be checked by the “full documented review”.</p> <p>Sample checks within each document category should be carried out.</p> <p>CAMO should develop procedures to produce a compliance report that confirms the above have been reviewed and found compliant with Part-M.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.710 (b) and (c)</b></p>	<p><b>Airworthiness review</b></p>	<p>Physical survey could require “maintenance” actions. In this case, after the airworthiness review a release to service should be issued i.a.w. Part-M.</p> <p>The physical survey may include verifications to be carried out during flight.</p> <p>CAMO should develop procedures to produce a compliance report that confirms the physical survey has been carried out and found satisfactory.</p> <p>The physical survey may include relevant sample checks of items.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.710 (e)</b></p>	<p><b>Airworthiness review</b></p>	<p>A copy of both physical survey and document review compliance reports stated above should be sent to the competent authority together with any recommendation issued.</p>	<p><i>Full contents</i></p>
<p><b>M.A.902</b></p>	<p><b>Validity of the airworthiness review certificate</b></p>	<p>Detailed description of circumstances under which an ARC becomes invalid.</p> <p>Detailed description of circumstances under which an aircraft must not fly.</p> <p>ARC to be returned to the competent authority upon surrender or revocation.</p>	<p><i>Full contents</i></p>



<p><b>M.A.707</b></p>	<p><b>Airworthiness review staff</b></p>	<p>To be approved to carry out airworthiness reviews, a CAMO shall have appropriate airworthiness review staff to issue M.A. Subpart I airworthiness review certificates or recommendations.</p> <p>Detailed description of additional requirements applicable to such staff in addition to M.A.706 requirements.</p> <p>Airworthiness review staff can only be issued an authorisation by the CAMO when formally accepted by the competent authority after satisfactory completion of an airworthiness review under supervision.</p> <p>Aircraft airworthiness review staff shall demonstrate appropriate recent continuing airworthiness management experience. Airworthiness review staff shall be identified by listing each person in the CAME together with their airworthiness review authorisation reference.</p> <p>CAMO shall maintain a record of all airworthiness review staff. Details to be recorded by the CAMO. Minimum preservation period.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.707 (a)</b></p>	<p><b>Airworthiness review staff</b></p>	<p>Airworthiness review staff only required if the CAMO wants to be granted airworthiness review privileges.</p> <p>Guidance about fulfilment of personnel requirements defined in M.A.707.</p>	<p><i>Full contents</i></p>
<p><b>M.A.903</b></p>	<p><b>Transfer of aircraft registration within the EU</b></p>	<p>Description of the duties of the applicant when transferring an aircraft registration within the EU. Notwithstanding M.A.902(a)(3), the former ARC shall remain valid until its expiry date.</p>	<p><i>Full contents</i></p>
<p><b>AMC M.A.903 (a)</b></p>	<p><b>Transfer of aircraft registration within the EU</b></p>	<p>Need to notify the competent authority within the former Member State of registry so as to allow the proper transfer of information between the two competent authorities during the aircraft transfer process.</p>	<p><i>Full contents</i></p>



<b>AMC M.A.903 (b)</b>	<b>Transfer of aircraft registration within the EU</b>	<p>Aircraft owner/ operator should verify that the competent authority of the new Member State of registry has entered the new aircraft registration on the existing ARC and validated the change.</p>	<i>Full contents</i>
<b>M.A.904</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<p>Description of the duties of the applicant when importing an aircraft onto a Member State register from a third country. When satisfied that the aircraft is in compliance with the relevant requirements, the CAMO shall send a documented recommendation for the issuance of an ARC to the Member State of registry.</p> <p>The owner shall allow access to the aircraft for inspection by the Member State of registry.</p> <p>A new airworthiness certificate will be issued by the Member State of registry when it is satisfied the aircraft complies with the prescriptions of Part-21.</p> <p>The Member State shall also issue the ARC valid normally for one year unless the Member State has safety reason to limit the validity.</p>	<i>Full contents</i>
<b>AMC M.A.904 (a) 1</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<p>The applicant should inform the competent authority at least 10 working days in advance of the time and location of the airworthiness review, in order to allow for possible participation of authority personnel.</p>	<i>Full contents</i>
<b>AMC M.A.904 (a) 2</b>	<b>Airworthiness review of aircraft imported into the EU</b>	<p>When performing an airworthiness review of aircraft imported into the EU the aircraft and the relevant records should be reviewed to determine the work to be undertaken to establish the airworthiness of the aircraft.</p> <p>Elements to be taken into consideration when determining the work to be undertaken during the airworthiness review on the aircraft.</p>	<i>Overview</i>



		If there is no CAMO approved for the specific aircraft type available, the competent authority may carry out the airworthiness review. In this case, it should be requested to the competent authority with a 30-day notice.	
<b>AMC M.A.904 (b)</b>	<b>Airworthiness review of aircraft imported into the EU Overview</b>	Minimum contents of the recommendation to be sent to the competent authority.	
		Definition of "level 1" and "level 2" findings. CAMO needs to define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within an agreed period, after receipt of notification of findings according to M.B.303.	<i>Full contents</i>
<b>M.B.901</b>	<b>Assessment of recommendations Overview</b>	Upon receipt of an application and associated ARC recommendation i.a.w. M.A.902(d), 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.  The competent authority shall investigate and may request further information to support the assessment of the recommendation.	
<b>AMC M.B.901</b>	<b>Assessment of recommendations Overview</b>	The result of the verification and the investigation of a recommendation should be sent to the applicant within 30 days. If corrective action has been requested before the issuance of an ARC, the competent authority may decide a further period for the assessment of the requested corrective action.  The verification of the compliance statement required by M.B.901 does not mean repeating the airworthiness review itself. However the competent authority should verify that the M.A. Subpart G organisation has carried out a complete and accurate assessment of the airworthiness of the aircraft.	





		<p>The extent of the investigation will vary depending on the content of the recommendation, the history of the particular aircraft, and the knowledge of the CAMO making the recommendation in terms of experience, number and correction of findings and previous recommendations.</p> <p>The inspector may decide that it is necessary to organise a physical survey of the aircraft, or a full or partial airworthiness review. In this case, the inspector should inform the CAMO making the recommendation with sufficient notice so that it may organise itself according to M.A.901 (e). Only when satisfied the aircraft is airworthy, should the inspector issue an ARC.</p>	
<b>M.B.902</b>	<b>Airworthiness review by the competent authority § (d)</b>	When the competent authority decides to carry out the airworthiness review and issue the ARC EASA Form 15a (Appendix III), it shall have access to the applicable data as specified in M.A.305, M.A.306 and M.A.401.	<i>Overview</i>
<b>M.B.903</b>	<b>Findings</b>	Description of actions to be taken by the competent authority if during aircraft surveys or by other means evidence is found showing non-compliance to a Part-M requirement, in accordance to the level of findings.	<i>Full contents</i>
<b>M.B.304</b>	<b>Revocation, suspension and limitation</b>	<p>Competent authority shall:</p> <ul style="list-style-type: none"> <li>• Suspend an ARC on reasonable grounds in the case of potential safety threat.</li> </ul> <p style="text-align: center;">or</p> <ul style="list-style-type: none"> <li>• Suspend, revoke or limit an ARC pursuant to M.B.303(g).</li> </ul>	<i>Full contents</i>
<b>CERTIFICATE OF RELEASE TO SERVICE</b>			
<b>Subpart H</b>	<b>To be mentioned only</b>	Subpart is not applicable to CAT, as maintenance of CAT aircraft shall always be performed by a Part 145 approved maintenance organisation.	

