| *Организация:* | | |  | | | | *КОНТРОЛНА КАРТА ЗА ОДИТ НА ОУППЛГ ПО ЧАСТ-САМО* | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *Референтен №* | | |  | | | |
| *дата:* | |  | | *Инспектор:* |  | | | съответствие | | | | Бележки, Документ № и т.н. | |
| *описание* | | | | | | *изискване* | CAME | ДА | | НЕ | |
| **M.A.201 Responsibilities** | | | | | | | | | | | | | |
| (a)(1) | The owner of the aircraft shall be responsible for the continuing airworthiness of aircraft and shall ensure that no flight takes place unless all of the following requirements are met:  the aircraft is maintained in an airworthy condition; | | | | |  |  |  | |  | |  | |
| (a)(2) | any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; | | | | |  |  |  | |  | |  | |
| (a)(3) | the airworthiness certificate is valid; | | | | |  |  |  | |  | |  | |
| (a)(4) | the maintenance of the aircraft is performed in accordance with the AMP specified in point M.A.302. | | | | |  |  |  | |  | |  | |
| (b)(1) | When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:  the lessee is stipulated on the registration document; or | | | | |  |  |  | |  | |  | |
| (b)(2) | detailed in the leasing contract. | | | | |  |  |  | |  | |  | |
| (e)(1) | In the case of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/20081 the operator shall be responsible for the continuing airworthiness of the aircraft it operates and shall:  ensure that no flight takes place unless the conditions set out in point (a) are met; | | | | |  |  |  | |  | |  | |
| (e)(2) | take the necessary steps to ensure its approval as a continuing airworthiness management organisation (‘CAMO’) pursuant to Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), as part of air operator certificate for the aircraft it operates; | | | | | AMC M.A.201(e)(2)  GM M.A.201(e) |  |  | |  | |  | |
| (e)(3) | take the necessary steps to ensure its approval in accordance with Annex II (Part-145) or conclude a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with an organisation which has been approved in accordance with Annex II (Part-145). | | | | |  |  |  | |  | |  | |
| (f)(1) | For complex motor-powered aircraft used for commercial specialised operations, for CAT operations other than those performed by air carriers licensed in accordance with Regulation (EC) No 1008/2008 or by commercial Approved Training Organisations (‘ATO’) and Declared Training Organisations (‘DTO’) referred to in Article 10a of Regulation (EU) No 1178/20111, the operator shall ensure that:  no flight takes place unless the conditions set out in point (a) are met; | | | | |  |  |  | |  | |  | |
| (f)(2) | the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M); when the operator is not a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to this Annex with an organisation approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M); | | | | |  |  |  | |  | |  | |
| (f)(3) | the CAMO referred to in point (2) is approved in accordance with Annex II (Part-145) as an organisation to qualify for the issue of an approval for the maintenance of aircraft and of components for installation thereon, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with organisations approved in accordance with Annex II (Part-145). | | | | |  |  |  | |  | |  | |
| (g)(1) | For complex motor-powered aircraft not included in points (e) and (f), the owner shall ensure that:  no flight takes place unless the conditions set out in point (a) are met; | | | | |  |  |  | |  | |  | |
| (g)(2) | the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M); when the owner is not a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to this Annex with an organisation approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M); | | | | |  |  |  | |  | |  | |
| (g)(3) | the CAMO referred to in point (2) is approved in accordance with Annex II (Part-145) as an organisation to qualify for the issue of an approval for the maintenance of aircraft and of components for installation thereon, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with organisations approved in accordance with Annex II (Part-145). | | | | |  |  |  | |  | |  | |
| (h)(1) | For aircraft other than complex motor-powered aircraft used for commercial specialised operations or for CAT operations other than those performed by air carriers licensed in accordance with Regulation (EC) No 1008/2008, or by commercial ATOs and commercial DTOs referred to in Article 10a of Regulation (EU) No 1178/2011, the operator shall ensure that:  no flight takes place unless the conditions set out in point (a) are met; | | | | |  |  |  | |  | |  | |
| (h)(2) | the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), or a combined airworthiness organisation (‘CAO’) approved in accordance with Annex Vd (Part-CAO); when the operator is not a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), or a CAO approved in accordance with Annex Vd (Part-CAO), it shall conclude a written contract in accordance with Appendix I to this Annex with a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), or a CAO approved in accordance with Annex Vd (Part-CAO); | | | | |  |  |  | |  | |  | |
| (h)(3) | the CAMO or CAO referred to in point (2) is approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M), or as a CAO with maintenance privileges, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with organisations approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) with maintenance privileges. | | | | |  |  |  | |  | |  | |
| (j) | The owner/operator shall ensure that any person authorised by the competent authority is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with this Part. | | | | |  |  |  | |  | |  | |
| (k) | Where an aircraft included in an air operator certificate is used for non-commercial operations or specialised operations under point ORO.GEN.310 of Annex III or point NCO.GEN.104 of Annex VII to Regulation (EU) No 965/2012, the operator shall ensure that the tasks associated with continuing airworthiness are performed by the CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M) or the combined airworthiness organisation (“CAO”) approved in accordance with Annex Vd (Part-CAO), whichever applicable, of the air operator certificate holder. | | | | | GM M.A.201(k) |  |  | |  | |  | |
| **CAMO.A.160 Occurrence reporting** | | | | | | | | | | | | | |
| (a) | As part of its management system the organisation shall implement an occurrence reporting system that meets the requirements defined in Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/10181. | | | | | AMC1 CAMO.A.160  AMC2 CAMO.A.160  GM1 CAMO.A.160 |  |  | |  | |  | |
| (b) | Without prejudice to point (a), the organisation shall ensure that any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident are reported to the competent authority and to the organisation responsible for the design of the aircraft. | | | | | GM1 CAMO.A.160(b) |  |  | |  | |  | |
| (c) | Without prejudice to Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/1018, the reports referred to in points (a) and (b) shall be made in a form and manner established by the competent authority and shall contain all pertinent information about the condition known to the organisation. | | | | | AMC1 CAMO.A.160  AMC2 CAMO.A.160  GM1 CAMO.A.160 |  |  | |  | |  | |
| (d) | Reports shall be made as soon as possible, but in any case within 72 hours of the organisation identifying the condition to which the report relates, unless exceptional circumstances prevent this. | | | | | AMC1 CAMO.A.160  AMC2 CAMO.A.160  GM1 CAMO.A.160 |  |  | |  |  | | |
| (e) | Where relevant, the organisation shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority. | | | | | AMC1 CAMO.A.160  AMC2 CAMO.A.160  GM1 CAMO.A.160 |  |  | |  |  | | |
| **M.A.202 Occurrence reporting** | | | | | | | | | | | | | |
| (a)(1) | Without prejudice to the reporting requirements set out in Annex II (Part-145) and Annex Vc (Part-CAMO), any person or organisation responsible in accordance with point M.A.201 shall report any identified condition of an aircraft or component which endangers flight safety to:  the competent authority designated by the Member State of registry of the aircraft, and, when different to the Member State of registry, to the competent authority designated by the Member State of the operator; | | | | | AMC M.A.202(a) |  |  | |  | |  | |
| (a)(2) | to the organisation responsible for the type design or supplemental type design. | | | | |  |  | |  | |  | |
| (b) | The reports referred to in point (a) shall be made in a manner determined by the competent authority referred to in point (a) and shall contain all pertinent information about the condition known to the person or organisation making the report. | | | | | AMC M.A.202(b) |  |  | |  | |  | |
| (c) | Where the maintenance or the airworthiness review of the aircraft is carried out on the basis of a written contract, the person or the organisation responsible for those activities shall also report any condition referred to in point (a) to the owner and the operator of the aircraft and, when different, to the CAMO or CAO concerned. | | | | |  |  |  | |  | |  | |
| (d) | The person or organisation shall submit the reports referred to in points (a) and (c) as soon as possible, but no later than 72 hours from the moment when the person or organisation identified the condition to which the report relates, unless exceptional circumstances prevent this. | | | | |  |  |  | |  | |  | |
| (e) | The person or organisation shall submit a follow-up report, providing details of actions which that person or organisation intends to take to prevent similar occurrences in the future, as soon as those actions have been identified. The follow-up report shall be submitted in a form and manner established by the competent authority. | | | | |  |  |  | |  | |  | |
| **CAMO.A.315 Continuing airworthiness management** | | | | | | | | | | | | | |
| (a) | The organisation shall ensure that all continuing airworthiness management is carried out in accordance with Section A, Subpart C of Annex I (Part-M), or Section A Subpart C of Annex Vb (Part-ML), as applicable. | | | | | AMC1 CAMO.A.315 |  |  |  | | | |  |
| (b)(1) | For every aircraft managed, the organisation shall in particular:  ensure that an aircraft maintenance programme including any applicable reliability programme, as required by point M.A.302 or ML.A.302 as applicable, is developed and controlled; | | | | | GM1 CAMO.A.315(b)(1) |  |  |  | | | |  |
| (b)(2) | or aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, provide a copy of the aircraft maintenance programme to the owner or operator responsible in accordance with point M.A.201 or ML.A.201 as applicable; | | | | |  |  |  |  | | | |  |
| (b)(3) | ensure that data used for any modification and repairs complies with points M.A.304 or ML.A.304 as applicable; | | | | | AMC1 CAMO.A.315(b)(3) |  |  |  | | | |  |
| (b)(4) | for all complex motor-powered aircraft or aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, establish a procedure to assess non-mandatory modifications and/or inspections and decide on their application, making use of the organisation’s safety risk management process as required by point (a)(3) of point CAMO.A.200; | | | | | AMC1 CAMO.A.315(b)(4) |  |  |  | | | |  |
| (b)(5) | ensure that the aircraft, engine(s), propeller(s) and components thereof are taken to an appropriately approved maintenance organisation referred to in Subpart F of Annex I (Part-M), Annex II (Part-145) or Annex Vd (Part-CAO) whenever necessary; | | | | | GM1 CAMO.A.315(b)(5) |  |  |  | | | |  |
| (b)(6) | order maintenance, supervise activities, and coordinate related decisions to ensure that any maintenance is carried out properly and is appropriately released for the determination of aircraft airworthiness. | | | | |  |  |  |  | | | |  |
| (c)(1) | Where the organisation is not appropriately approved in accordance with Subpart F of Annex I (Part-M), Annex II (Part-145) or Annex Vd (Part-CAO) it shall, in consultation with the operator, manage the written maintenance contracts required by points (e)(3), (f)(3), (g)(3) and (h)(3) of M.A.201 or point ML.A.201 to ensure that:  all maintenance is ultimately carried out by an appropriately approved maintenance organisation; | | | | | AMC1 CAMO.A.315(c)  GM1 CAMO.A.315(c) |  |  |  | | | |  |
| (c)(2) | the functions required under points (b), (c), (f) and (g) of point M.A.301 of Annex I (Part-M) or point ML.A.301 of Annex Vb (Part-ML), as applicable, are clearly specified. | | | | | AMC2 CAMO.A.315(c) |  |  |  | | | |  |
| (d)(1) | Notwithstanding point (c), the contract may be in the form of individual work orders addressed to the maintenance organisation in the case of:  an aircraft requiring unscheduled line maintenance; | | | | | GM1 CAMO.A.315(d) |  |  |  | | | |  |
| (d)(2) | component maintenance, including engine and propeller maintenance, as applicable. | | | | |  |  |  |  | | | |  |
| (e) | The organisation shall ensure that human factors and human performance limitations are taken into account during continuing airworthiness management, including all contracted and subcontracted activities. | | | | |  |  |  | | | |  |
| **M.A.301 Continuing airworthiness tasks** | | | | | | | | | | | | | |
| (a) | The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:  the accomplishment of pre-flight inspections; | | | | | AMC M.A.301(a) |  |  | |  | |  | |
| (b) | the rectification of any defect and damage affecting safe operation in accordance with data specified in points M.A.304 and M.A.401, as applicable, while taking into account the minimum equipment list (‘MEL’) and configuration deviation list, when they exist; | | | | | AMC M.A.301(b) |  |  | |  | |  | |
| (c) | the accomplishment of all maintenance in accordance with the AMP referred to in point M.A.302; | | | | | AMC M.A.301(c) |  |  | |  | |  | |
| (d) | the release of all maintenance in accordance with Subpart H; | | | | |  |  |  | |  | |  | |
| (e) | for all complex motor-powered aircraft or aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, the analysis of the effectiveness of the approved AMP referred to in point M.A.302; | | | | | AMC M.A.301(e) |  |  | |  | |  | |
| (f)(1) | the accomplishment of any applicable:(1) airworthiness directive (AD); | | | | | AMC M.A.301(f) |  |  | |  | |  | |
| (f)(2) | operational directive with a continuing airworthiness impact; | | | | |  |  | |  | |  | |
| (f)(3) | continuing airworthiness requirement established by the Agency; | | | | |  |  | |  | |  | |
| (f)(4) | measures required by the competent authority in immediate reaction to a safety problem; | | | | |  |  | |  | |  | |
| (g) | the accomplishment of modifications and repairs in accordance with point M.A.304; | | | | |  |  |  | |  | |  | |
| (h) | delivering to the pilot-in-command, or to the operator in the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, the mass and balance statement reflecting the current configuration of the aircraft; | | | | |  |  |  | |  | |  | |
| (i) | maintenance check flights, when necessary. | | | | | AMC M.A.301(i) |  |  | |  | |  | |
| **M.A.302 Aircraft maintenance programme** | | | | | | | | | | | | | |
| (a) | Maintenance of each aircraft shall be organised in accordance with an AMP. | | | | | GM M.A.302(a) |  |  | |  | |  | |
| (b) | The AMP and any subsequent amendments thereto shall be approved by the competent authority. | | | | |  |  |  | |  | |  | |
| (c) | When the continuing airworthiness of aircraft is managed by a CAMO or CAO, or when there is a limited contract between the owner and a CAMO or CAO concluded in accordance with point M.A.201(i)(3), the AMP and its amendments may be approved through an indirect approval procedure.  In that case, the indirect approval procedure shall be established by the CAMO or CAO concerned as part of the continuing airworthiness management exposition (‘CAME’) referred to in point CAMO.A.300 of Annex Vc or point M.A.704 of this Annex, or as part of the combined airworthiness exposition (‘CAE’) referred to in point CAO.A.025 of Annex Vd and shall be approved by the competent authority responsible for that CAMO or CAO.  The indirect approval procedure shall only be used when the CAMO or CAO concerned is under the oversight of the Member State of registry of aircraft, unless a written contract has been concluded in accordance with point 3 of point M.1 transferring responsibility for the approval of the aircraft maintenance programme to the competent authority responsible for the CAMO or CAO. | | | | |  |  |  | |  | |  | |
| (d)(1) | The AMP shall demonstrate compliance with:  the instructions issued by the competent authority; | | | | | AMC M.A.302(d) |  |  | |  | |  | |
| (d)(2)(i) | the instructions for continuing airworthiness:  issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, major repair design approval, ETSO authorisation or any other relevant approval issued under Annex I (Part-21) to Regulation (EU) No 748/2012; | | | | |  |  | |  | |  | |
| (d)(2)(ii) | included in the certification specifications referred to in point 21.A.90B or 21.A.431B of Annex I (Part-21) to Regulation (EU) No 748/2012, if applicable; | | | | |  |  | |  | |  | |
| (e) | By derogation to point (d), the owner or the organisation managing the continuing airworthiness of the aircraft may deviate from the instruction referred to in point (d)(2) and propose escalated intervals in the AMP, based on data obtained from sufficient reviews carried out in accordance with point (h). Indirect approval is not permitted for the escalation of safety- related tasks. The owner or the organisation managing the continuing airworthiness of the aircraft may also propose additional instructions in the AMP. | | | | |  |  |  | |  | |  | |
| (f) | The AMP shall contain details of all maintenance to be carried out, including frequency and any specific tasks linked to the type and specificity of operations. | | | | |  |  |  | |  | |  | |
| (g) | For complex motor-powered aircraft, when the AMP is based on maintenance steering group logic or on condition monitoring, the AMP shall include a reliability programme. | | | | | AMC M.A.302(g) |  |  | |  | |  | |
| (h) | The AMP shall be subject to periodic reviews and be amended accordingly when necessary. Those reviews shall ensure that the AMP continues to be up to date and valid in light of the operating experience and instructions from the competent authority, while taking into account new or modified maintenance instructions issued by the type certificate and supplemental type certificate holders and any other organisation that publishes such data in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | | AMC M.A.302 |  |  | |  | |  | |
| **M.A.303 Airworthiness directives** | | | | | | | | | | | | | |
|  | Any applicable airworthiness directive must be carried out within the requirements of that airworthiness directive, unless otherwise specified by the Agency. | | | | |  |  |  | |  | |  | |
| **M.A.304 Data for modifications and repairs** | | | | | | | | | | | | | |
| (a) | A person or organisation repairing an aircraft or a component, shall assess any damage. Modifications and repairs shall be carried out using, as appropriate, the following data:  approved by the Agency; | | | | | AMC M.A.304 |  |  | |  | |  | |
| (b) | approved by a design organisation complying with Annex I (Part-21) to Regulation (EU) No 748/2012; | | | | |  |  | |  | |  | |
| (c) | contained in the requirements referred to in point 21.A.90B or 21.A.431B of Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | |  |  | |  | |  | |
| **CAMO.A.220 Record-keeping** | | | | | | | | | | | | | |
| (a)(1) | Continuing airworthiness management records:  The organisation shall ensure that records required by points M.A.305, ML.A.305 and, if applicable point M.A.306, are retained.s | | | | | AMC1 CAMO.A.220 AMC2 CAMO.A.220  GM1 CAMO.A.220 |  |  | |  |  | | |
| (a)(2) | The organisation shall record all details of work carried out. | | | | |  |  |  | |  |  | | |
| (a)(3) | If the organisation has the privilege referred to in point (e) of point CAMO.A.125, it shall retain a copy of each airworthiness review certificate and recommendation issued or, as applicable, extended, together with all supporting documents. In addition, the organisation shall retain a copy of any airworthiness review certificate that it has extended under the privilege referred to in point (d)(4) of point CAMO.A.125. | | | | |  |  |  | |  |  | | |
| (a)(4) | If the organisation has the privilege referred to in point (f) of point CAMO.A.125, it shall retain a copy of each permit to fly issued in accordance with the provisions of point 21.A.729 of Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | |  |  |  | |  |  | | |
| (a)(5) | The organisation shall retain a copy of all records referred to in points (a)(2) to (a)(4) until 3 years after the responsibility for the aircraft in accordance with points M.A.201 or ML.A.201 has been permanently transferred to another person or organisation. | | | | |  |  |  | |  |  | | |
| (a)(6) | Where the organisation terminates its operation, all retained records shall be transferred to the owner of the aircraft. | | | | |  |  |  | |  |  | | |
| (b)(1)(i) | Management system, contracting and subcontracting records  The organisation shall ensure that the following records are retained:  records of management system key processes as defined in point CAMO.A.200; | | | | |  |  |  | |  |  | | |
| (b)(1)(ii) | contracts, both for contracting and subcontracting, as defined in point CAMO.A.205; | | | | |  |  |  | |  |  | | |
| (b)(2) | Management system records, as well as any contracts pursuant to point CAMO.A.205, shall be kept for a minimum period of 5 years. | | | | |  |  |  | |  |  | | |
| (c)(1)(i) | Personnel records  The organisation shall ensure that the following records are retained:(  records of qualification and experience of personnel involved in continuing airworthiness management, compliance monitoring and safety management; | | | | |  |  |  | |  |  | | |
| (c)(1)(ii) | records of qualification and experience of all airworthiness review staff, as well as staff issuing recommendations and permits to fly. | | | | | AMC1 CAMO.A.220(c)(1)(ii) |  |  | |  |  | | |
| (c)(2) | The records of all airworthiness review staff, staff issuing recommendations and staff issuing permits to fly shall include details of any appropriate qualification held together with a summary of the relevant continuing airworthiness management experience and training and a copy of the authorisation. | | | | |  |  |  | |  |  | | |
| (c)(3) | Personnel records shall be kept as long as the person works for the organisation, and shall be retained until 3 years after the person has left the organisation. | | | | |  |  |  | |  |  | | |
| (d) | The organisation shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities developed. | | | | |  |  |  | |  |  | | |
| (e) | The format of the records shall be specified in the organisation’s procedures. | | | | |  |  |  | |  |  | | |
| (f) | Records shall be stored in a manner that ensures protection from damage, alteration and theft. | | | | |  |  |  | |  |  | | |
| **M.A.305 Aircraft continuing airworthiness record system** | | | | | | | | | | | | | |
| (a) | At the completion of any maintenance, aircraft certificate of release to service (‘CRS’) required by point M.A.801 or point 145.A.50, as applicable, shall be entered in the aircraft continuing airworthiness record system, as soon as practicable and no later than 30 days after the completion of any maintenance. | | | | | AMC M.A.305(a) |  |  | |  | |  | |
| (b)(1) | The aircraft continuing airworthiness record system shall contain the following:  the date of the entry, the total in-service life accumulated in the applicable parameter for aircraft, engine(s) and/or propeller(s); | | | | | AMC M.A.305(b)1 |  |  | |  | |  | |
| (b)(2) | the aircraft continuing airworthiness records described in points (c) and (d) below together with the supporting detailed maintenance records described in point (e) below; | | | | |  |  |  | |  | |  | |
| (b)(3) | if required by point M.A.306, the aircraft technical log. | | | | |  |  |  | |  | |  | |
| (c)(1) | The aircraft continuing airworthiness records shall include the current mass and balance report and the current status of:1. ADs and measures mandated by the competent authority in immediate reaction to a safety problem; | | | | | AMC M.A.305(c)1 |  |  | |  | |  | |
| (c)(2) | modifications and repairs; | | | | | AMC M.A.305(c)2  GM M.A.305(c)2 |  |  | |  | |  | |
| (c)(3) | compliance with the AMP; | | | | | AMC M.A.305(c)3 |  |  | |  | |  | |
| (c)(4) | deferred maintenance tasks and deferred defects rectification. | | | | |  |  |  | |  | |  | |
| (d)(1) | The aircraft continuing airworthiness records shall include the current status specific to components of:  life-limited parts, including the life accumulated by each affected part in relation to the applicable airworthiness limitation parameter; and | | | | | GM M.A.305(d) |  |  | |  | |  | |
| (d)(2) | time-controlled components, including the life accumulated by the affected components in the applicable parameter, since the last accomplishment of scheduled maintenance, as specified in the AMP. | | | | |  |  | |  | |  | |
| (e)(1) | The owner or operator shall establish a system to keep the following documents and data in a form acceptable to the competent authority and for the periods specified below:1. aircraft technical log system: the technical log or other data equivalent in scope and detail, covering the 36 months period prior to the last entry, | | | | | AMC M.A.305(e)(1) |  |  | |  | |  | |
| (e)(2)(i) | the CRS and detailed maintenance records:(i) demonstrating compliance with ADs and measures mandated by the competent authority in immediate reaction to a safety problem applicable to the aircraft, engine(s), propeller(s) and components fitted thereto, as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but covering a period not shorter than 36 months; | | | | | AMC M.A.305(e)(2)  GM M.A.305(e)(2) |  |  | |  | |  | |
| (e)(2)(ii) | demonstrating compliance with the applicable data in accordance with point M.A.304 for current modifications and repairs to the aircraft, engine(s), propeller(s) and any component subject to airworthiness limitations; and | | | | |  |  | |  | |  | |
| (e)(2)(iii) | of all scheduled maintenance or other maintenance required for continuing airworthiness of aircraft, engine(s), propeller(s), as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but covering a period not shorter than 36 months. | | | | |  |  | |  | | |  |
| (e)(3)(i) | data specific to certain components:  an in-service history record for each life-limited part based on which the current status of compliance with airworthiness limitations is determined; | | | | | AMC M.A.305(e)(3)  GM M.A.305(e)(3 |  |  | |  | | |  |
| (e)(3)(ii) | the CRS and detailed maintenance records for the last accomplishment of any scheduled maintenance and any subsequent unscheduled maintenance of all life-limited parts and time-controlled components until the scheduled maintenance has been superseded by another scheduled maintenance of equivalent scope and detail but covering a period not shorter than 36 months; | | | | |  |  | |  | | |  |
| (e)(3)(iii) | the CRS and owner’s acceptance statement for any component that is fitted to an ELA2 aircraft without an EASA Form 1 in accordance with point (c) of point 21.A.307 of Annex I (Part-21) to Regulation (EU) No 748/2012 but covering a period not shorter than 36 months. | | | | |  |  | |  | | |  |
| (e)(4)(i) | Record-keeping periods when the aircraft is permanently withdrawn from service:  the data required by point (b)(1) of point M.A.305 in respect of aircraft, engine(s), and propeller(s) which shall be retained for at least 12 months; | | | | | ACM M.A.305(e) |  |  | |  | | |  |
| (e)(4)(ii) | the last effective status and reports as identified under points (c) and (d) of point M.A.305 which shall be retained for at least 12 months; and | | | | |  |  | |  | | |  |
| (e)(4)(iii) | the most recent CRS(s) and detailed maintenance records as identified under points (e)(2)(ii) and (e)(3)(i) of point M.A.305 which shall be retained for at least 12 months. | | | | |  |  | |  | | |  |
| (f) | The person or organisation responsible for the management of continuing airworthiness tasks pursuant to point M.A.201 shall comply with the requirements regarding the aircraft continuing airworthiness record system and present the records to the competent authority upon request. | | | | | AMC M.A.305(f) |  |  | |  | | |  |
| (g) | All entries made in the aircraft continuing airworthiness record system shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry. | | | | | GM M.A.305 |  |  | |  | | |  |
| **M.A.306 Aircraft technical log system** | | | | | | | | | | | | | |
| (a)(1) | In addition to the requirements of point M.A.305, for CAT, commercial specialised operations and commercial ATO or commercial DTO operations, the operator shall use a technical log system containing the following information for each aircraft:  information about each flight, necessary to ensure continued flight safety, and; | | | | | AMC M.A.306(a) |  |  | |  | | |  |
| (a)(2) | the current aircraft certificate of release to service, and; | | | | |  |  | |  | | |  |
| (a)(3) | the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; | | | | |  |  | |  | | |  |
| (a)(4) | all outstanding deferred defects rectifications that affect the operation of the aircraft, and; | | | | |  |  | |  | | |  |
| (a)(5) | any necessary guidance instructions on maintenance support arrangements. | | | | |  |  | |  | | |  |
| (b) | The initial issue of aircraft technical log system shall be approved by the competent authority specified in point CAMO.A.105 of Annex Vc (Part-CAMO), or point M.1 of this Annex (Part-M) or point CAO.1(1) of Annex Vd (Part-CAO), as applicable. Any subsequent amendment to that system shall be managed in accordance with point CAMO.A.300(c), or points M.A.704(b) and (c), or point CAO.A.025(c). | | | | | AMC M.A.306(b) |  |  | |  | | |  |
| **M.A.307 Transfer of aircraft continuing airworthiness records** | | | | | | | | | | | | | |
| (a) | When an aircraft is permanently transferred from one owner or operator to another, the transferring owner or operator shall ensure that the continuing airworthiness records referred to in point M.A.305 and, if applicable the technical log system referred to in point M.A.306, are also transferred. | | | | | AMC M.A.307(a) |  |  | |  | | |  |
| (b) | When the owner contracts the continuing airworthiness management tasks to a CAMO or CAO, the owner shall ensure that the continuing airworthiness records referred to in point M.A.305 are transferred to that contracted organisation. | | | | |  |  |  | |  | | |  |
| (c) | The time periods for the retention of records set out in point (e) of point M.A.305 shall continue to apply to the new owner, operator, CAMO or CAO. | | | | |  |  |  | |  | | |  |
| **CAMO.A.325 Continuing airworthiness management data** | | | | | | | | | | | | | |
|  | The organisation shall hold and use applicable current maintenance data in accordance with point M.A.401 of Annex I (Part-M) or point ML.A.401 of Annex Vb (Part-ML), as applicable, for the performance of continuing airworthiness tasks referred to in point CAMO.A.315 of this Annex (Part-CAMO). That data may be provided by the owner or the operator, subject to an appropriate contract being established with such an owner or operator. In such case, the continuing airworthiness management organisation shall only keep such data for the duration of the contract, except when otherwise required by point CAMO.A.220(a). | | | | | AMC1 CAMO.A.325  GM1 CAMO.A.325  GM2 CAMO.A.325 |  |  |  | | | |  |
| **M.A.401 Maintenance data** | | | | | | | | | | | | | |
| (a) | The person or organisation maintaining an aircraft shall have access to and use only applicable current maintenance data in the performance of maintenance including modifications and repairs. | | | | |  |  |  | |  | | |  |
| (b)(1) | For the purposes of this Part, applicable maintenance data is:  any applicable requirement, procedure, standard or information issued by the competent authority or the Agency, | | | | | AMC M.A.401(b) |  |  | |  | | |  |
| (b)(2) | any applicable airworthiness directive, | | | | |  |  | |  | | |  |
| (b)(3) | applicable instructions for continuing airworthiness, issued by type certificate holders, supplementary type certificate holders and any other organisation that publishes such data in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | |  |  | |  | | |  |
| (b)(4) | any applicable data issued in accordance with point 145.A.45(d). | | | | |  |  | |  | | |  |
| (c) | The person or organisation maintaining an aircraft shall ensure that all applicable maintenance data is current and readily available for use when required. The person or organisation shall establish a work card or worksheet system to be used and shall either transcribe accurately the maintenance data onto such work cards or worksheets or make precise reference to the particular maintenance task or tasks contained in such maintenance data. | | | | | AMC M.A.401(c) |  |  | |  | | |  |
| **M.A.403 Aircraft defects** | | | | | | | | | | | | | |
| (a) | Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight. | | | | |  |  |  | |  | | |  |
| (b) | Only the authorised certifying staff, according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145) can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL is used by the pilot or by the authorised certifying staff. | | | | | AMC M.A.403(b) |  |  | |  | | |  |
| (c) | Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data or the MEL. | | | | |  |  |  | |  | | |  |
| (d) | Any defect not rectified before flight shall be recorded in the aircraft continuing airworthiness record system referred to in point M.A.305 or, if applicable in the aircraft technical log system referred to in point M.A.306. | | | | | AMC M.A.403(d) |  |  | |  | | |  |
| **CAMO.A.105 Competent authority** | | | | | | | | | | | | | |
| (a) | the authority designated by the Member State where that organisation’s principal place of business is located, if the approval is not included in an air operator certificate; | | | | |  |  |  | |  | | |  |
| (b) | the authority designated by the Member State of the operator, if the approval is included in an air operator certificate; | | | | |  |  |  | |  | | |  |
| (c) | the Agency, if the organisation’s principal place of business is located in a third country. | | | | |  |  |  | |  | | |  |
| **CAMO.A.115 Application for an organisation certificate** | | | | | | | | | | | | | |
| (a) | The application for a certificate or an amendment to an existing certificate in accordance with this Annex shall be made in a form and manner established by the competent authority, taking into account the applicable requirements of Annex I (Part-M), Annex Vb (Part-ML) and this Annex. | | | | | AMC1 CAMO.A.115 |  |  | |  | | |  |
| (b)(1) | Applicants for an initial certificate pursuant to this Annex shall provide the competent authority with:  the results of a pre-audit performed by the organisation against the applicable requirements provided for in Annex I (Part-M), Annex Vb (Part-ML) and this Annex; | | | | | GM1 CAMO.A.115(b) AMC1 CAMO.A.115(b)(2) |  |  | |  | | |  |
| (b)(2) | documentation demonstrating how they will comply with the requirements established in this Regulation | | | | |  |  | |  | | |  |
|  | Such documentation shall include, as provided for in point CAMO.A.130, a procedure describing how changes not requiring prior approval will be managed and notified to the competent authority. | | | | | AMC2 CAMO.A.115 |  |  | |  | | |  |
| **CAMO.A.120 Means of compliance** | | | | | | | | | | | | | |
| (a) | Alternative means of compliance to the AMC adopted by the Agency may be used by an organisation to establish compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts. | | | | |  |  |  | |  | | |  |
| (b) | When an organisation wishes to use an alternative means of compliance, it shall, prior to using it, provide the competent authority with a full description of the alternative means of compliance. The description shall include any revisions to manuals or procedures that may be relevant, as well as an assessment demonstrating compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts. | | | | |  |  |  | |  | | |  |
| **CAMO.A.125 Terms of approval and privileges** | | | | | | | | | | | | | |
| (a) | The approval is indicated on the certificate, which is included in Appendix I, and is issued by the competent authority. | | | | |  |  |  | |  | | |  |
| (b) | Notwithstanding point (a), for air carriers licensed in accordance with Regulation (EC) No 1008/2008, the approval shall be part of the air operator certificate issued by the competent authority for the aircraft operated. | | | | |  |  |  | |  | | |  |
| (c) | The scope of work shall be specified in the continuing airworthiness management exposition (CAME) in accordance with point CAMO.A.300. | | | | |  |  |  | |  | | |  |
| (d)(1) | An organisation approved in accordance with this Annex may:  manage the continuing airworthiness of aircraft, except those used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, as listed on the certificate; | | | | |  |  |  | |  | | |  |
| (d)(2) | manage the continuing airworthiness of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, when listed both on its certificate and on its air operator certificate; | | | | |  |  |  | |  | | |  |
| (d)(3) | arrange to carry out limited continuing airworthiness tasks with any subcontracted organisation, working under its management system, as listed on the certificate; | | | | | AMC1 CAMO.A.125(d)(3) |  |  | |  | | |  |
| (d)(4) | extend an airworthiness review certificate under the conditions of point M.A.901(f) of Annex I (Part-M) or point ML.A.901(c)of Annex Vb (Part-ML), as applicable. | | | | |  |  |  | |  | | |  |
| (d)(5) | Approve the AMP, in accordance with point (b)(2) of point ML.A.302, for aircraft managed in accordance with Annex Vb (Part-ML). | | | | |  |  |  | |  | | |  |
| (e)(1) | An organisation approved in accordance with this Annex and having its principal place of business in one of the Member States, may additionally be approved to carry out airworthiness reviews in accordance with point M.A.901 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML) as applicable, and:  issue the related airworthiness review certificate and extend it in due time under the conditions of point M.A.901(c)(2) and point M.A.901(e)(2) of Annex I (Part-M) or point ML.A.901(c) of Annex Vb (Part-ML), as applicable; | | | | | GM1 CAMO.A.125(e) |  |  | |  | | |  |
| (e)(2) | issue a recommendation for the airworthiness review to the competent authority of the Member State of registry, under the conditions of point (d) of point M.A.901 or point (b) of point M.A.904 of Annex I (Part-M). | | | | |  |  | |  | | |  |
| (f) | An organisation holding the privileges referred to in point (e) may additionally be approved to issue a permit to fly in accordance with point (d) of point 21.A.711 of Annex I (Part-21) to Regulation (EU) No 748/2012 for the particular aircraft for which the organisation is approved to issue the airworthiness review certificate, when the organisation is attesting conformity with approved flight conditions, subject to an adequate procedure in the CAME referred to in point CAMO.A.300. | | | | | GM1 CAMO.A.125(f) |  |  | |  | |  | |
| **CAMO.A.130 Changes to the organisation** | | | | | | | | | | | | | |
| (a)(1) | The following changes to the organisation shall require prior approval:  changes that affect the scope of the certificate or the terms of approval of the organisation; | | | | | GM1 CAMO.A.130(a)(1)  GM2 CAMO.A.130(a)(1) |  |  | |  | |  | |
| (a)(2) | changes to personnel nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305; | | | | |  |  |  | |  | |  | |
| (a)(3) | changes to the reporting lines between the personnel nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305, and the accountable manager; | | | | |  |  |  | |  | |  | |
| (a)(4) | the procedure as regards changes not requiring prior approval referred to in point (c). | | | | |  |  |  | |  | |  | |
| (b) | For any changes requiring prior approval in accordance with Regulation (EU) 2018/1139 and its delegated and implementing acts, the organisation shall apply for and obtain an approval issued by the competent authority. The application shall be submitted before any such change takes place, in order to enable the competent authority to determine continued compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts and to amend, if necessary, the organisation certificate and related terms of approval attached to it. | | | | | GM1 CAMO.A.130(b) |  |  | |  | |  | |
| The organisation shall provide the competent authority with any relevant documentation. | | | | |  |  | |  | |  | |
| The change shall only be implemented upon receipt of formal approval by the competent authority in accordance with point CAMO.B.330. | | | | | AMC1 CAMO.A.130 AMC2 CAMO.A.130  GM1 CAMO.A.130 |  |  | |  | |  | |
| The organisation shall operate under the conditions established by the competent authority during such changes, as applicable. | | | | |  |  | |  | |  | |
| (c) | All changes not requiring prior approval shall be managed and notified to the competent authority as defined in the procedure referred to in point (b) of point CAMO.A.115 and approved by the competent authority in accordance with point (h) of point CAMO.B.310. | | | | |  |  | |  | |  | |
| **CAMO.A.135 Continued validity** | | | | | | | | | | | | | |
| (a)(1) | The organisation’s certificate shall remain valid subject to compliance with all of the following conditions:(1) the organisation remaining in compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts, taking into account the provisions related to the handling of findings as specified under point CAMO.B.350; | | | | |  |  |  | |  | |  | |
| (a)(2) | the competent authority being granted access to the organisation as specified in point CAMO.A.140; | | | | |  |  |  | |  | |  | |
| (a)(3) | the certificate not being surrendered or revoked. | | | | |  |  |  | |  | |  | |
| (b) | For air carriers licensed in accordance with Regulation (EC) No 1008/2008, termination, suspension or revocation of the air operator certificate automatically invalidates the organisation certificate in relation to the aircraft registrations specified in the air operator certificate, unless otherwise explicitly stated by the competent authority. | | | | |  |  |  | |  | |  | |
| (c) | Upon revocation or surrender, the certificate shall be returned to the competent authority without delay. | | | | |  |  |  | |  | |  | |
| **CAMO.A.140 Access** | | | | | | | | | | | | | |
| (a) | For the purpose of determining compliance with the relevant requirements of Regulation (EU) 2018/1139 and its delegated and implementing acts, the organisation shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, whether it is contracted/subcontracted or not, to any person authorised by one of the following authorities:  the competent authority defined in point CAMO.A.105; | | | | |  |  |  | |  | |  | |
| (b) | the authority acting under the provisions of point (d) of point CAMO.B.300 or point (e) of point CAMO.B.300. | | | | |  |  |  | |  | |  | |
| **CAMO.A.150 Findings** | | | | | | | | | | | | | |
| (a)(1) | After receipt of notification of findings according to point CAMO.B.350, the organisation shall:  identify the root cause or causes of and contributing factors to the non-compliance; | | | | | AMC1 CAMO.A.150  GM1 CAMO.A.150 |  |  | |  | |  | |
| (a)(2) | define a corrective action plan; | | | | |  |  | |  | |  | |
| (a)(3) | demonstrate corrective action implementation to the satisfaction of the competent authority. | | | | |  |  | |  | |  | |
| (b) | Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed within the period agreed with that competent authority as defined in point CAMO.B.350. | | | | |  |  | |  | |  | |
| **M.A.905 Findings** | | | | | | | | | | | | | |
| (a) | A level 1 finding is any finding of significant non-compliance with the requirements of Annex I, which lowers the safety standard and seriously endangers flight safety. | | | | |  |  |  | |  | |  | |
| (b) | A level 2 finding is any finding of non-compliance with the requirements of Annex I, which may lower the safety standard and may endanger the flight safety. | | | | |  |  |  | |  | |  | |
| (c) | After receipt of notification of findings according to point M.B.903, the person or organisation accountable referred to in point M.A.201 shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority including appropriate corrective action to prevent reoccurrence of the finding and its root cause. | | | | |  |  |  | |  | |  | |
| **CAMO.A.155 Immediate reaction to a safety problem** | | | | | | | | | | | | | |
| (a) | The organisation shall implement:  any safety measures mandated by the competent authority in accordance with point CAMO.B.135; | | | | |  |  |  | |  | |  | |
| (b) | any relevant mandatory safety information issued by the Agency. | | | | |  |  |  | |  | |  | |
| **CAMO.A.200 Management system** | | | | | | | | | | | | | |
| (a)(1) | The organisation shall establish, implement, and maintain a management system that includes:  clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager; | | | | | AMC1 CAMO.A.200(a)(1)  GM1 CAMO.A.200(a)(1)  GM2 CAMO.A.200(a)(1) |  |  | |  |  | | |
| (a)(2) | a description of the overall philosophies and principles of the organisation with regard to safety, referred to as the safety policy; | | | | | AMC1 CAMO.A.200(a)(2)  GM1 CAMO.A.200(a)(2) |  |  | |  |  | | |
| (a)(3) | the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of associated risks, including taking actions to mitigate the risks and verify their effectiveness; | | | | | AMC1 CAMO.A.200(a)(3)  GM1 CAMO.A.200(a)(3)  GM2 CAMO.A.200(a)(3) |  |  | |  |  | | |
| (a)(4) | maintaining personnel trained and competent to perform their tasks; | | | | | AMC1 CAMO.A.200(a)(4)  GM1 CAMO.A.200(a)(4) |  |  | |  |  | | |
| (a)(5) | documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation; | | | | | GM1 CAMO.A.200(a)(5) |  |  | |  |  | | |
| (a)(6) | a function to monitor compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; | | | | | AMC1 CAMO.A.200(a)(6)  AMC2 CAMO.A.200(a)(6)  AMC3 CAMO.A.200(a)(6)  AMC4 CAMO.A.200(a)(6)  GM1 CAMO.A.200(a)(6) |  |  | |  |  | | |
| (a)(7) | any additional requirements that are laid down in this Regulation. | | | | |  |  |  | |  |  | | |
| (b) | The management system shall correspond to the size of the organisation and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities. | | | | |  |  |  | |  |  | | |
| (c) | Where the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139 and its delegated and implementing acts, the management system may be integrated with that required under the additional certificate(s) held. | | | | |  |  |  | |  |  | | |
| (d) | Notwithstanding point (c), for air carriers licensed in accordance with Regulation (EC) No 1008/2008, the management system provided for in this Annex shall be an integrated part of the operator’s management system. | | | | |  |  |  | |  |  | | |
| **CAMO.A.202 Internal safety reporting scheme** | | | | | | | | | | | | | |
| (a) | As part of its management system, the organisation shall establish an internal safety reporting scheme to enable the collection and evaluation of such occurrences to be reported under point CAMO.A.160. | | | | | AMC1 CAMO.A.202  GM1 CAMO.A.202 |  |  | |  |  | | |
| (b) | The scheme shall also enable the collection and evaluation of those errors, near misses, and hazards reported internally that do not fall under point (a). | | | | |  |  |  | |  |  | | |
| (c)(1) | Through this scheme, the organisation shall:(1) identify the causes of and contributing factors to any errors, near misses, and hazards reported and address them as part of safety risk management in accordance with point (a)(3) of point CAMO.A.200; | | | | |  |  |  | |  |  | | |
| (c)(2) | ensure evaluation of all known, relevant information relating to errors, the inability to follow procedures, near misses, and hazards, and a method to circulate the information as necessary. | | | | |  |  |  | |  |  | | |
| (d) | The organisation shall provide access to its internal safety reporting scheme to any subcontracted organisation. | | | | |  |  |  | |  |  | | |
| (e) | The organisation shall cooperate on safety investigations with any other organisation having a significant contribution to the safety of its own continuing airworthiness management activities. | | | | |  |  |  | |  |  | | |
| **CAMO.A.205 Contracting and subcontracting** | | | | | | | | | | | | | |
| (a)(1) | The organisation shall ensure that when contracting maintenance or when subcontracting any part of its continuing airworthiness management activities:  these activities conform to the applicable requirements; and | | | | | GM1 CAMO.A.205 |  |  | |  |  | | |
| (a)(2) | any aviation safety hazards associated with such contracting or subcontracting are considered as part of the organisation’s management system. | | | | |  |  |  | |  |  | | |
| (b) | When the organisation subcontracts any part of its continuing airworthiness management activities to another organisation, the subcontracted organisation shall work under the approval of the organisation. The organisation shall ensure that the competent authority is given access to the subcontracted organisation, to determine continued compliance with the applicable requirements. | | | | |  |  |  | |  |  | | |
| **CAMO.A.215 Facilities** | | | | | | | | | | | | | |
|  | The organisation shall provide suitable office accommodation at appropriate locations for the personnel specified in point CAMO.A.305. | | | | | AMC1 CAMO.A.215 |  |  | |  |  | | |
| **CAMO.A.300 Continuing airworthiness management exposition (CAME)** | | | | | | | | | | | | | |
| (a)(1) | The organisation shall provide the competent authority with a CAME and, where applicable, any referenced associated manuals and procedures, containing all of the following information:  a statement signed by the accountable manager confirming that the organisation will at all times work in accordance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, and with the approved CAME. When the accountable manager is not the chief executive officer of the organisation, then such chief executive officer shall countersign the statement; | | | | | AMC1 CAMO.A.300  AMC2 CAMO.A.300  GM1 CAMO.A.300 |  |  | |  |  | | |
| (a)(2) | the organisation’s safety policy as defined in point (a)(2) of point CAMO.A.200; | | | | |  |  |  | |  |  | | |
| (a)(3) | the organisation’s scope of work relevant to the terms of approval; | | | | |  |  |  | |  |  | | |
| (a)(4) | a general description of the manpower resources and of the system in place to plan the availability of staff as required by point (d) of point CAMO.A.305; | | | | |  |  |  | |  |  | | |
| (a)(5) | the title(s) and name(s) of person(s) referred to in points (a)(3) to (a)(5), (b)(2) and (f) of point CAMO.A.305; | | | | |  |  |  | |  |  | | |
| (a)(6) | the duties, accountabilities, responsibilities and authorities of the persons nominated under points (a)(3) to (a)(5), (b)(2), (e) and (f) of point CAMO.A.305; | | | | |  |  |  | |  |  | | |
| (a)(7) | an organisation chart showing the associated chains of accountability and responsibility between all the person(s) referred to in points (a)(3) to (a)(5), (b)(2), (e) and (f) of point CAMO.A.305, and related to point (a)(1) of point CAMO.A.200; | | | | |  |  |  | |  |  | | |
| (a)(8) | a list of staff authorised to issue airworthiness review certificates or recommendations referred to in point (e) of point CAMO.A.305, specifying, where applicable, the staff authorised to issue permits to fly in accordance with point (c) of point CAMO.A.125; | | | | |  |  |  | |  |  | | |
| (a)(9) | a general description and location of the facilities; | | | | |  |  |  | |  |  | | |
| (a)(10) | the description of the internal safety reporting scheme as required by point CAMO.A.202; | | | | |  |  |  | |  |  | | |
| (a)(11)(i) | the procedures specifying how the organisation ensures compliance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, including in particular:  the documentation of management system key processes as required by point CAMO.A.200; | | | | |  |  |  | |  |  | | |
| (a)(11)(ii) | procedures defining how the organisation controls any contracted and subcontracted activities as required by point CAMO.A.205 and point (c) of point CAMO.A.315); | | | | |  |  |  | |  |  | | |
| (a)(11)(iii) | continuing airworthiness management, airworthiness review and permit to fly procedures, as applicable; | | | | |  |  |  | |  |  | | |
| (a)(11)(iv) | the procedure defining the scope of changes not requiring prior approval and describing how such changes will be managed and notified, as required by point (b) of point CAMO.A.115 and point (c) of point CAMO.A.130; | | | | |  |  |  | |  |  | | |
| (a)(11)(v) | the CAME amendment procedures. | | | | |  |  |  | |  |  | | |
| (a)(12) | the list of approved aircraft maintenance programmes for those aircraft for which a continuing airworthiness management contract exists in accordance with point M.A.201 or ML.A.201; | | | | |  |  |  | |  |  | | |
| (a)(13) | the list of maintenance contracts in accordance with point (c) of point CAMO.A.315; | | | | |  |  |  | |  | |  | |
| (a)(14) | the list of currently approved alternative means of compliance. | | | | |  |  |  | |  | |  | |
| (b) | The initial issue of the CAME shall be approved by the competent authority. It shall be amended as necessary to remain an up-to-date description of the organisation. | | | | |  |  |  | |  | |  | |
| (c) | Amendments to the CAME shall be managed as defined in the procedures referred to in points (a)(11)(iv) and (a)(11)(v). Any amendments not included in the scope of the procedure referred to in point (a)(11)(iv), as well as amendments related to the changes listed in point CAMO.A.130(a), shall be approved by the competent authority. | | | | |  |  |  | |  | |  | |
| **CAMO.A.305 Personnel requirements** | | | | | | | | | | | | | |
| (a)(1) | The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with Regulation (EU) 2018/1139 and delegated and implementing acts adopted on the basis thereof. The accountable manager shall:  ensure that all necessary resources are available to manage continuing airworthiness in accordance with this Annex, Annex I (Part-M) and Annex Vb (Part-ML), as applicable, to support the organisation approval certificate; | | | | | AMC1 CAMO.A.305(a) |  |  | |  | |  | |
| (a)(2) | establish and promote the safety policy specified in point CAMO.A.200; | | | | |  |  |  | |  | |  | |
| (a)(3) | nominate a person or group of persons with the responsibility of ensuring that the organisation always complies with the applicable continuing airworthiness management, airworthiness review and permit to fly requirements of this Annex, Annex I (Part-M) and Annex Vb (Part-ML); | | | | | AMC1 CAMO.A.305(a)(3)  GM1 CAMO.A.305(a)(3) |  |  | |  | |  | |
| (a)(4) | nominate a person or group of persons with the responsibility for managing the compliance monitoring function as part of the management system; | | | | |  |  |  | |  | |  | |
| (a)(5) | nominate a person or group of persons with the responsibility for managing the development, administration, and maintenance of effective safety management processes as part of the management system; | | | | | AMC1 CAMO.A.305(a)(4);(a)(5)GM1 CAMO.A.305(a)(5) |  |  | |  | |  | |
| (a)(6) | ensure that the person or group of persons nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305 have direct access to keep him/her properly informed on compliance and safety matters; | | | | |  |  |  | |  | |  | |
| (a)(7) | demonstrate a basic understanding of this Regulation. | | | | |  |  |  | |  | |  | |
| (b)(1) | For organisations also approved as air carriers licensed in accordance with Regulation (EC) No 1008/2008, the accountable manager shall in addition:  be the person appointed as accountable manager for the air carrier as required by point (a) of point ORO.GEN.210 of Annex III (Part-ORO) to Regulation (EU) No 965/2012; | | | | |  |  |  | |  | |  | |
| (b)(2) | nominate a person responsible for the management and supervision of continuing airworthiness, who shall not be employed by an organisation approved in accordance with Annex II (Part-145) under contract to the operator, unless specifically agreed by the competent authority. | | | | | AMC1 CAMO.A.305(b)(2) |  |  | |  | |  | |
| (c) | The person or persons nominated in accordance with points (a)(3) to (a)(5) and (b)(2) of point CAMO.A.305 shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft continuing airworthiness management and demonstrate a working knowledge of this Regulation. Such person(s) shall be ultimately responsible to the accountable manager. | | | | | AMC1 CAMO.A.305(c) |  |  | |  | |  | |
| (d) | The organisation shall have a system in place to plan the availability of staff to ensure that the organisation has sufficient appropriately qualified staff to plan, perform, supervise, inspect and monitor the organisation’s activities in accordance with the terms of approval. | | | | | AMC1 CAMO.A.305(d) |  |  | |  | |  | |
| (e) | To be approved to carry out airworthiness reviews or recommendations in accordance with point (e) of point CAMO.A.125 and, if applicable, to issue permits to fly in accordance with point (f) of point CAMO.A.125, the organisation shall have airworthiness review staff qualified and authorised in accordance with point CAMO.A.310. | | | | |  |  |  | |  | |  | |
| (f) | For organisations extending airworthiness review certificates in accordance with point (d)(4) of point CAMO.A.125, the organisation shall nominate persons authorised to do so. | | | | | GM1 CAMO.A.305(f) |  |  | |  | |  | |
| (g) | The organisation shall establish and control the competency of personnel involved in compliance monitoring, safety management, continuing airworthiness management, airworthiness reviews or recommendations, and, if applicable, issuing permits to fly, in accordance with a procedure and to a standard agreed by the competent authority. In addition to the necessary expertise related to the job function, competency must include an understanding of safety management and human factors principles appropriate to the person’s function and responsibilities in the organisation | | | | | AMC1 CAMO.A.305(g)  AMC2 CAMO.A.305(g)  AMC3 CAMO.A.305(g)  AMC4 CAMO.A.305(g)  AMC5 CAMO.A.305(g)  GM1 CAMO.A.305(g)  GM2 CAMO.A.305(g)  GM3 CAMO.A.305(g) |  |  | |  | |  | |
| **CAMO.A.310 Airworthiness review staff qualifications** | | | | | | | | | | | | | |
| (a)(1) | Airworthiness review staff issuing airworthiness review certificates or recommendations in accordance with point (e) of point CAMO.A.125 and, if applicable, issuing permits to fly in accordance with point (f) of point CAMO.A.125 shall have:  at least 5 years of experience in continuing airworthiness; | | | | | AMC1 CAMO.A.310(a) |  |  | |  | |  | |
| (a)(2) | acquired an appropriate licence in compliance with Annex (III) Part-66 or an aeronautical degree or a national equivalent; | | | | |  |  |  | |  | |  | |
| (a)(3) | received formal aeronautical maintenance training; | | | | | AMC1 CAMO.A.310(a)(3) |  |  | |  | |  | |
| (a)(4) | held a position within the approved organisation with appropriate responsibilities. | | | | |  |  |  | |  | |  | |
| (b) | Notwithstanding points (a)(1), (a)(3) and (a)(4), the requirement laid down in point (a)(2) may be replaced with 5 years of experience in continuing airworthiness additional to those already required by point (a)(1). | | | | |  |  |  | |  | |  | |
| (c) | Airworthiness review staff nominated by the organisation can only be issued an authorisation by that organisation when formally accepted by the competent authority after satisfactory completion of an airworthiness review under the supervision of the competent authority, or under the supervision of the organisation’s authorised airworthiness review staff, in accordance with a procedure approved by the competent authority as part of the CAME. | | | | | AMC1 CAMO.A.310(c) |  |  | |  | |  | |
| (d) | The organisation shall ensure that aircraft airworthiness review staff can demonstrate appropriate, recent continuing airworthiness management experience. | | | | | AMC1 CAMO.A.310(d) |  |  | |  | |  | |
| **M.A.707 Airworthiness review staff** | | | | | | | | | | | | | |
| (a)1(a) | To be approved to carry out airworthiness reviews and, if applicable, to issue permits to fly, an approved continuing airworthiness management organisation shall have appropriate airworthiness review staff to issue airworthiness review certificates or recommendations referred to in Section A, Subpart I of Annex I (Part-M) or in Section A, Subpart I of Annex Vb (Part-ML) and, if applicable, to issue a permit to fly in accordance with point M.A.711(c):  1. For aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:  at least 5 years' experience in continuing airworthiness, and; | | | | | AMC M.A.707(a)  AMC M.A.707(a)1 |  |  | |  | | |  |
| (a)1(b) | an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent, and; | | | | | AMC M.A.707(a)1 |  |  | |  | | |  |
| (a)1(c) | formal aeronautical maintenance training, and; | | | | |  |  | |  | | |  |
| (a)1(d) | a position within the approved organisation with appropriate responsibilities. | | | | |  |  | |  | | |  |
| (a)1(e) | Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)1(b) may be replaced by 5 years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1(a). | | | | |  |  | |  | | |  |
| (a)2(a) | 2. For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:  (a) at least 3 years' experience in continuing airworthiness, and; | | | | | AMC M.A.707(a)2 |  |  | |  | | |  |
| (a)2(b) | an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent, and; | | | | |  |  | |  | | |  |
| (a)2(c) | appropriate aeronautical maintenance training, and; | | | | |  |  | |  | | |  |
| (a)2(d) | a position within the approved organisation with appropriate responsibilities; | | | | |  |  | |  | | |  |
| (a)2(e) | Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)2(b) may be replaced by 4 years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2(a). | | | | |  |  | |  | | |  |
| (b) | Airworthiness review staff nominated by the approved continuing airworthiness organisation can only be issued an authorisation by the approved continuing airworthiness organisation when formally accepted by the competent authority after satisfactory completion of an airworthiness review under the supervision of the competent authority or under the supervision of the organisation's airworthiness review staff in accordance with a procedure approved by the competent authority. | | | | | AMC M.A.707(b) |  |  | |  | | |  |
| (c) | organisation shall ensure that aircraft airworthiness review staff can demonstrate appropriate recent continuing airworthiness management experience. | | | | | AMC M.A.707(c) |  |  | |  | | |  |
| (d) | Airworthiness review staff shall be identified by listing each person in the continuing airworthiness management exposition together with their airworthiness review authorisation reference. | | | | |  |  |  | |  | | |  |
| (e) | The organisation shall maintain a record of all airworthiness review staff, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training and a copy of the authorisation. This record shall be retained until two years after the airworthiness review staff have left the organisation. | | | | | AMC M.A.707(e) |  |  | |  | | |  |
| **CAMO.A.320 Airworthiness review** | | | | | | | | | | | | | |
|  | When the organisation approved in accordance with point (e) of point CAMO.A.125 performs airworthiness reviews, they shall be performed in accordance with point M.A.901 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable. | | | | |  |  |  |  | | | |  |
| **M.A.901 Aircraft airworthiness review** | | | | | | | | | | | | | |
| (a) | To ensure the validity of the aircraft airworthiness certificate, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.(a) An airworthiness review certificate is issued in accordance with Appendix III (EASA Form 15a or 15b) to this Annex upon completion of a satisfactory airworthiness review. The airworthiness review certificate shall be valid for 1 year; | | | | | AMC M.A.901  GM M.A.901  GM M.A.901(a) |  |  | |  | | |  |
| (b)(1) | An aircraft in a controlled environment is an aircraft which, during the preceding 12 months:  has had its airworthiness continuously managed by a unique CAMO or CAO; | | | | |  |  |  | |  | | |  |
| (b)(2) | has been maintained by a maintenance organisation approved in accordance with Subpart F of this Annex, Annex II (Part-145) or Annex Vd (Part-CAO), including the cases when maintenance tasks referred to in point (b) of point M.A.803 are carried out and released to service in accordance with point (b)(1) or (b)(2) of point M.A.801 of this Annex. | | | | | AMC M.A.901(b) |  |  | |  | | |  |
| (c)(1) | For all aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730 kg MTOM that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft may in accordance with CAMO.A.125(e) of Annex Vc or point M.A.711(b) of this Annex or point CAO.A.095(c)(1) of Annex Vd, as applicable, and subject to compliance with point (j):  issue an airworthiness review certificate in accordance with point M.A.901; | | | | |  |  |  | |  | | |  |
| (c)(2) | extend at most twice the validity of the airworthiness review certificate it has issued, for a period of 1 year each time, where the aircraft concerned has remained within a controlled environment. | | | | | AMC M.A.901(c)2, e(2) and (f) |  |  | |  | | |  |
| (d)(1) | The airworthiness review certificate shall be issued by the competent authority upon a satisfactory assessment based on a recommendation made by a CAMO or CAO, sent together with the application from the owner or operator for all aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730 kg MTOM that complies with the following alternative conditions:  they are not in a controlled environment; | | | | | AMC M.A.901(d) |  |  | |  | | |  |
| (d)(2) | their continuing airworthiness is managed by an organisation that does not hold the privilege to carry out airworthiness reviews.  The recommendation referred to in the first subparagraph shall be based on an airworthiness review carried out in accordance with point M.A.901. | | | | |  |  |  | |  | | |  |
| (e)(1) | For aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and for aircraft of 2 730 kg MTOM and below, any CAMO or CAO chosen by the owner or operator may in accordance with CAMO.A.125(e) of Annex Vc or point M.A.711(b) of this Annex or CAO.A.095(c) of Annex Vd, as applicable, and subject to compliance with point (j):  issue the airworthiness review certificate in accordance with point M.A.901; | | | | |  |  |  | |  | | |  |
| (e)(2) | extend at most twice the validity of the airworthiness review certificate it has issued, for a period of 1 year each time, where the aircraft has remained within a controlled environment under its management. | | | | | AMC M.A.901(c)2, e(2) and (f) |  |  | |  | | |  |
| (f) | By derogation from points (c)(2) and (e)(2) of point M.A.901, for aircraft that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft, may, subject to compliance with point (j), extend at most twice the validity of an airworthiness review certificate that the competent authority or another CAMO or CAO has issued, for a period of 1 year each time. | | | | | AMC M.A.901(c)2, e(2) and (f) |  |  | |  | | |  |
| (g) | Whenever circumstances reveal the existence of a potential risk to aviation safety, the competent authority shall carry out the airworthiness review and issue the airworthiness review certificate itself. | | | | |  |  |  | |  | | |  |
| (h)(1) | Without prejudice to point (g), the competent authority may carry out the airworthiness review and issue the airworthiness review certificate itself in the following cases:  when the continuing airworthiness of the aircraft is managed by a CAMO or CAO which has its principal place of business located in a third country; | | | | |  |  |  | |  | | |  |
| (h)(2) | for any other aircraft of 2 730 kg MTOM and below, if the owner so requests. | | | | |  |  |  | |  | | |  |
| (i)(1) | Where the competent authority issues the airworthiness review certificate itself in accordance with points (g) or (h) or after assessing the recommendation in accordance with point M.B.901, the owner or operator of the aircraft shall, where necessary for those purposes, provide the competent authority with:  any documentation required by the competent authority; | | | | | AMC M.A.901(i) |  |  | |  | | |  |
| (i)(2) | suitable accommodation at the appropriate location for its personnel; | | | | |  |  | |  | | |  |
| (i)(3) | the support of the certifying staff | | | | |  |  | |  | | |  |
| (j) | An airworthiness review certificate shall not be issued, nor extended if there is evidence or indications that the aircraft is not airworthy. | | | | |  |  |  | |  | | |  |
| (k)(1) | The airworthiness review of the aircraft shall include a full documented review of the aircraft records establishing that the following requirements have been met:  airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; | | | | | AMC M.A.901(k) |  |  | |  | | |  |
| (k)(2) | the flight manual is applicable to the aircraft configuration and reflects the latest revision status; | | | | |  |  | |  | |  | |
| (k)(3) | all the maintenance due on the aircraft pursuant to the approved AMP has been carried out; | | | | |  |  | |  | |  | |
| (k)(4) | all known defects have been corrected or, when applicable, carried forward in a controlled manner in accordance with M.A.403; | | | | |  |  | |  | |  | |
| (k)(5) | all applicable ADs have been applied and properly registered; | | | | |  |  | |  | |  | |
| (k)(6) | all modifications and repairs applied to the aircraft have been registered and are in compliance with point M.A.304; | | | | |  |  | |  | |  | |
| (k)(7) | all life-limited parts and time-controlled components installed on the aircraft are properly identified, registered and have not exceeded their limitation; | | | | |  |  | |  | |  | |
| (k)(8) | all maintenance has been carried out in accordance with this Annex; | | | | |  |  | |  | |  | |
| (k)(9) | the current mass and balance statement reflects the current configuration of the aircraft and is valid; | | | | |  |  | |  | |  | |
| (k)(10) | the aircraft complies with the latest revision of its type design approved by the Agency; | | | | |  |  | |  | |  | |
| (k)(11) | if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | |  |  | |  | |  | |
| (l) | The airworthiness review of the aircraft shall include a physical survey of the aircraft. For that survey, airworthiness review staff not appropriately qualified in accordance with Annex III (Part-66) shall be assisted by such qualified staff. | | | | | AMC M.A.901(l) and (m) |  |  | |  | |  | |
| (m)(1) | Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:  all required markings and placards are properly installed; | | | | |  |  | |  | |  | |
| (m)(2) | the aircraft complies with its approved flight manual; | | | | |  |  | |  | |  | |
| (m)(3) | the aircraft configuration complies with the approved documentation; | | | | |  |  | |  | |  | |
| (m)(4) | no evident defect can be found that has not been addressed in accordance with point M.A.403; | | | | |  |  | |  | |  | |
| (m)(5) | no inconsistencies can be found between the aircraft and the documented review of records referred to in point (k). | | | | |  |  | |  | |  | |
| (n) | By derogation from point (a), the airworthiness review may be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, so as to allow for the physical review to take place during a maintenance check. | | | | | AMC M.A.901(n) |  |  | |  | |  | |
| (o)(1) | The airworthiness review certificate (EASA Form 15b) or the recommendation for the issue of the airworthiness review certificate (EASA Form 15a) referred to in Appendix III to this Annex can only be issued:1. by authorised airworthiness review staff on behalf of the approved organisation; | | | | | AMC M.A.90(o) |  |  | |  | |  | |
| (o)(2) | if the airworthiness review has been completely carried out. | | | | |  |  | |  | |  | |
| (p) | A copy of any airworthiness review certificate issued or extended for an aircraft shall be sent to the Member State of registry of the aircraft concerned within 10 days. | | | | |  |  |  | |  | |  | |
| (q) | Airworthiness review tasks shall not be subcontracted. | | | | |  |  |  | |  | |  | |
| (r) | Should the outcome of the airworthiness review be inconclusive, the organisation having carried out the review shall inform the competent authority as soon as possible and in any case within 72 hours from the moment the organisation identifies the reason for which the airworthiness review is inconclusive. | | | | |  |  |  | |  | |  | |
| (s) | The airworthiness review certificate shall not be issued until all findings have been closed. | | | | |  |  |  | |  | |  | |
| **M.A.902 Validity of the airworthiness review certificate** | | | | | | | | | | | | | |
| (a)(1) | An airworthiness review certificate becomes invalid if:  suspended or revoked; or | | | | |  |  |  | |  | |  | |
| (a)(2) | the airworthiness certificate is suspended or revoked; or | | | | |  |  |  | |  | |  | |
| (a)(3) | the aircraft is not on the aircraft register of a Member State; or | | | | |  |  |  | |  | |  | |
| (a)(4) | the type certificate under which the airworthiness certificate was issued is suspended or revoked. | | | | |  |  |  | |  | |  | |
| (b)(1) | An aircraft must not fly if the airworthiness certificate is invalid or if:1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part; or | | | | |  |  |  | |  | |  | |
| (b)(2) | the aircraft does not remain in conformity with the type design approved by the Agency; or | | | | |  |  |  | |  | |  | |
| (b)(3) | the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken; or | | | | |  |  |  | |  | |  | |
| (b)(4) | the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or | | | | |  |  |  | |  | |  | |
| (b)(5) | a modification or repair is not in compliance with point M.A.304. | | | | |  |  |  | |  | |  | |
| (c) | Upon surrender or revocation, the airworthiness review certificate shall be returned to the competent authority | | | | |  |  |  | |  | |  | |
| **M.A.903 Transfer of aircraft registration within the EU** | | | | | | | | | | | | | |
| (a)(1) | When transferring an aircraft registration within the EU, the applicant shall:  inform the former Member State in which Member State it will be registered, then; | | | | | AMC M.A.903(a)1 |  |  | |  | |  | |
| (a)(2) | apply to the new Member State for the issuance of a new airworthiness certificate in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | |  |  |  | |  | |  | |
| (b) | Notwithstanding point M.A.902(a)(3), the former airworthiness review certificate shall remain valid until its expiry date. | | | | | AMC M.A.903(b) |  |  | |  | |  | |
| **M.A.904 Airworthiness review of aircraft imported into the EU** | | | | | | | | | | | | | |
| (a)(1) | When importing an aircraft onto a Member State register from a third country or from a regulatory system where Regulation (EU) 2018/1139 does not apply, the applicant shall:  apply to the competent authority of the Member State of registry for the issuance of a new airworthiness certificate in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012; | | | | | AMC M.A.904(a)1 |  |  | |  | |  | |
| (a)(2) | for aircraft other than new, have an airworthiness review carried out in accordance with point M.A.901; | | | | | AMC M.A.904(a)2 |  |  | |  | |  | |
| (a)(3) | have all maintenance carried out to comply with the AMP approved in accordance with point M.A.302. | | | | |  |  |  | |  | |  | |
| (b) | When satisfied that the aircraft is in compliance with the relevant requirements, the organisation performing the airworthiness review, shall send a documented recommendation for the issuance of an airworthiness review certificate to the competent authority of the Member State of registry. | | | | | AMC M.A.904(b) |  |  | |  | |  | |
| (c) | The owner of the aircraft shall allow access to the aircraft for inspection by the competent authority of the Member State of registry. | | | | |  |  |  | |  | |  | |
| (d) | The competent authority of the Member State of registry shall issue an airworthiness certificate when it is satisfied that the aircraft complies with the requirements of Annex I (Part-21) to Regulation (EU) No 748/2012. | | | | |  |  |  | |  | |  | |
| (e) | That competent authority of the Member State shall also issue the airworthiness review certificate. The certificate shall be valid for 1 year, unless the competent authority decides to reduce the period of validity for reasons of aviation safety. | | | | |  |  |  | |  | |  | |