

Airworthiness Review – Subpart I

COMMISSION REGULATION (EC) No 2042/2003 Article 7.3:

By way of derogation from paragraph 1 and 2, Member States may elect not to apply:

(b) the provisions of Annex I(I) to aircraft involved in commercial air transport(CAT), until 28 September 2008;

Annex I(I) = Part M Subpart I = Airworthiness Review M.A.901 –
M.A.905



Overgangsordning

EASA Form 25(C of A) – Airworthiness Certificate supplied with valid Airworthiness Review Certificate (ARC)

Commission Regulation (EC) 2042/2003 Article 7

Entry into force:

3. By way of derogation from paragraph 1 and 2, Member States may elect not to apply:

(b) the provisions of Annex I(I) to aircraft involved in commercial air transport, until 28 September 2008;



Status regelverk

Norge medlem av EASA uten å være EU-medlem

- Basic Regulation 216/2008 ikke tatt inn i norsk rett
 - ◆ Commission Regulation (EC) No 1056/2008 som inneholder endringer til 2042/2003 tatt inn i norsk rett 1.august 2009
 - ◆ Commission Regulation (EC) No 1057/2008 som inneholder endringer til 1702/2003 tatt inn i norsk rett 1.august (inneholder ny Form 15a med extension)
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Overgangsordning

EU standard, betydelig høyere enn det NCAA og Norske operatører har vært vant med.

- Modifikasjoner
- Reparasjoner
- Status generelt





Airworthiness Review by the Competent Authority

- Situation
 - ◆ Historically, NAAs have issued the CofA and ARC, including carrying out the airworthiness review themselves if they saw fit.
 - ◆ Subpart I opt-out expired 28 September 2008 for aircraft used for Commercial Air Transport. Next ARC will be an EASA ARC completed in accordance with M.A.710.

AR by the Competent Authority

Situation

Firstly – it is important to distinguish between **‘carrying out an airworthiness review’** and **‘issuing an airworthiness review certificate (ARC)’**.

- ◆ These are two separate processes.
 - The NAA can always issue the ARC based on a recommendation from a CAMO.
 - A CAMO can only issue an ARC or issue a recommendation if it has the privilege.

AR by the Competent Authority

- Clarification of the rule
 - ◆ **M.B.902 states how an NAA carries out the airworthiness review and issues the ARC.**
 - ◆ **It does not however list any limitation on when the NAA can carry out the airworthiness review.**

AR by the Competent Authority

- Clarification of the rule

The only paragraphs in Part M that state a NAA may carry out an airworthiness review are (1) –

- ◆ **M.A.901(h)** Whenever circumstances reveal the existence of a potential safety threat, the competent authority shall carry out the airworthiness review and issue the airworthiness review certificate itself

AR by the Competent Authority

- Clarification of the rule (with 1056/2008)
The only paragraphs in Part M that state a NAA may carry out an airworthiness review are (2)
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 - ◆ **M.A.901(i)** In addition to paragraph (h), the competent authority may also carry out the airworthiness review and issue the airworthiness review certificate itself in the following cases:
 - 2. for **all balloons and** any other aircraft of 2730 kg MTOM and below, if it is requested by the owner

AR by the Competent Authority

- Clarification of the rule
 - The only paragraphs in Part M that state a NAA may carry out an airworthiness review are (3)**
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 - ◆ **M.A.904 Airworthiness review of aircraft imported into the EU**
 - **(a)2 for aircraft other than new, have a airworthiness review carried out....**
 - **AMC M.A.904(a)2 para 3** - If there is no M.A. Subpart G organisation approved for the specific aircraft type available, the competent authority may carry out the airworthiness review



Søknad om Subpart-I

- EASA Form 2 - søknad om Subpart I med referanse til M.A.711(a) 1 eller 2
- EASA Form 4 vedlagt bevis for kompetanse og erfaring for ARS ref.M.A.707
- CAME, spesifikke prosedyrer



Privileges of the organisation M.A.711

- (a) A continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) may:
1. manage the continuing airworthiness of non-commercial air transport aircraft as listed on the approval certificate;
 2. manage the continuing airworthiness of commercial air transport aircraft when listed both on its approval certificate and on its AOC;
 3. arrange to carry out limited continuing airworthiness tasks with any contracted organisation, working under its quality system, as listed on the approval certificate;
 4. extend, under the conditions of point M.A.901(f), an airworthiness review certificate that has been issued by the competent authority or by another continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M);
- (b) An approved continuing airworthiness management organisation, may additionally be approved to:
1. issue an airworthiness review certificate, or;
 2. make a recommendation for the airworthiness review to a Member State of Registry.



Aircraft airworthiness review certificate (ARC) M.A.901

- (a) An airworthiness review certificate is issued in accordance with Appendix III (EASA Form 15a or 15b) on completion of a satisfactory airworthiness review and is valid one year.



“Controlled environment”

- (i)
continuously managed during the previous 12 months
by a unique continuing airworthiness management
Organisation (CAMO) approved in accordance with Section A,
Subpart G, of this Annex (Part M), and
- (ii)
which has been maintained for the previous 12 months
by maintenance organisations approved in
accordance with Section A, Subpart F of this Annex (Part M), or
with Annex II (Part 145). This includes maintenance tasks
referred to in point M.A.803(b) carried out and released to service
in accordance with point M.A.801(b)2 or point M.A.801(b)3;

“Extension of ARC”

When the aircraft has remained within controlled environment, the extension of the validity of the airworthiness review certificate does not require an airworthiness review but only a verification of the continuous compliance with M.A.902 (b).

Validity of the ARC

- M.A.902 b)
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;
 2. the aircraft does not remain in conformity with the type design approved by the Agency; or
 3. the aircraft has been operated beyond the limitations of the approved flight manual or the airworthiness certificate, without appropriate action being taken; or
 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
 5. a modification or repair has not been approved in accordance with Part-21.

Aircraft airworthiness review M.A.901

(c) If an aircraft is within a **controlled environment**, the CAMO managing the aircraft may if appropriately approved:

1. issue the ARC in accordance with M.A.710, and;
2. for ARCs it has issued, when the aircraft has remained within a controlled environment, extend twice the validity of the ARC for a period of one year each time. An ARC shall not be extended if the organisation is aware or has reason to believe that the aircraft is unairworthy



AR vs Recommendation M.A.901

- (d) If an aircraft is not within a controlled environment, or managed by an M.A. Subpart G approved CAMO that does not hold the privilege to carry out ARs, the 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 or operator.

This recommendation shall be based on an Airworthiness Review carried out in accordance with M.A.710.



Airworthiness review staff (ARS) M.A.707

(a) To be approved to carry out airworthiness reviews, an approved continuing airworthiness management organisation shall have appropriate airworthiness review staff to issue M.A.Subpart I airworthiness review certificates or recommendations.

In addition to M.A.706 requirements, these staff shall have acquired:

1. at least five years experience in continuing airworthiness, and;
2. an appropriate Part-66 licence or an aeronautical degree or equivalent, and;
3. formal aeronautical maintenance training, and;
4. a position within the approved organisation with appropriate responsibilities.



Airworthiness review staff (ARS) AMC M.A.707 (a)

3. An appropriate Part-66 licence is a category B or C licence in the sub-category (see 66.A.1(b)) of the aircraft reviewed. It is not necessary to satisfy the experience requirements of Part-66 at the time of the review.
4. To hold a position with appropriate responsibilities means the airworthiness review staff should have a position in the organisation independent from the airworthiness management process or with overall authority on the airworthiness management process of complete aircraft.



ARS position within the approved organisation

Independence from the airworthiness management process may be achieved, among other ways, by:

- Being authorised to perform airworthiness reviews only on aircraft for which the person has not participated in their management.
- CAMO may nominate maintenance personnel from their Part-145 organisation as ARS, as long as they are not involved in the airworthiness management of the aircraft. These personnel should not have been involved in the release to service of that particular aircraft
- Nominating as airworthiness review staff personnel from the Quality Department of the continuing airworthiness management organisation.



ARS position within the approved organisation

Overall authority on the airworthiness management process of complete aircraft may be achieved, among other ways, by:

- Nominating as airworthiness review staff the Accountable Manager or the Maintenance Postholder (Continuing Airworthiness Manager).
- Being authorised to perform airworthiness reviews only on those particular aircraft for which the person is responsible for the complete continuing airworthiness management process
- In the case of one-man organisations, this person has always overall authority. This means that this person can be nominated as airworthiness review staff.





Appropriate aeronautical maintenance training

- Relevant parts of initial and continuing airworthiness regulations.
 - ♦ Part-M, Part-145, Part-66, Part-21, Fuel Tank Safety(>5700FW)
- Relevant parts of operational requirements and procedures, if applicable
 - ♦ EU-OPS, JAR-OPS
- The organisation's CAME
- Knowledge of a relevant sample of the type(s) of aircraft gained through training and/or work experience. Such knowledge should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation



Assessment of the ARS

This knowledge may be demonstrated by documented Evidence or by an assessment performed by the competent authority or by other airworthiness review staff already authorised within the organisation in accordance with approved procedures. This assessment should be recorded.

Assessment shall be a part of procedures in CAME





Validity of the ARS authorisation

- been involved in continuing airworthiness management activities for at least six months in every two year period, or
- conducted at least one airworthiness review in the last twelve month period.



Airworthiness Review Staff record

Minimum content:

- - Name,
- - Date of Birth,
- - Basic Education,
- - Experience,
- - Aeronautical Degree and/or Part-66 qualification
- - Initial Training received,
- - Type of Training received,
- - Continuation Training received,
- - Experience in CA and within the organisation,
- - Responsibilities of current role in the organisation,
- - Copy of the authorisation.



Behandling av søknad Subpart I

Luftfartstilsynet legger til grunn M.A.711, M.A.707, M.A.706, M.A.704, M.A.901-905 samt AMC-materiale og egne prosedyrer i behandlingen av søknader om Subpart I – Airworthiness Review.

Tips:

- ◆ CAMO må tidlig definere krav til erfaring og kompetanse for ARS, og kravene skal være en del av prosedyrene
- ◆ Prosedyrene må være spesifikke, og gjerne i form av forslag til prosedyrer