European Union Aviation Safety Agency

Notice of Proposed Amendment 2025-12 (B)

in accordance with Article 6 of Management Board Decision 01-2022

NPA 2025-12(B) – Proposed amendments to Regulation (EU) No 1321/2014 and associated AMC and GM

Contents

Proposed amendments and rationale

The amendment(s) is (are) arranged as follows to show deleted, new, and unchanged text:

— deleted text is ~~struck through~~;

— new text is highlighted in blue;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Where necessary, the rationale for a proposed amendment is provided in *blue italics* at the end of the amended point.

COVER REGULATION

Article 1 Subject-matter and scope

This Regulation establishes common technical requirements and administrative procedures to ensure:

(a) the continuing airworthiness of aircraft, including any component for installation thereto, which are, or will be:

(i) registered in a Member State, ~~unless their regulatory safety oversight has been delegated to a third country~~ unless and to the extent that the Member State has transferred its regulatory safety oversight responsibilities pursuant to the Chicago Convention to a third country and they are not used by an EU operator; or

(ii) registered in a third country and used by an EU operator, where their regulatory safety oversight responsibilities pursuant to the Chicago Convention have~~has~~ been transferred ~~delegated~~ to a Member State;

(b) compliance with the essential requirements set out in Regulation ~~(EC) No 216/2008~~ (EU) 2018/1139 for continuing airworthiness of aircraft registered in a third country and components for installation thereon for which their regulatory safety oversight responsibilities have~~has~~ not been transferred ~~delegated~~ to a Member State that are dry leased-in by a licence air carrier in accordance with Regulation (EC) No 1008/2008 of the European Parliament and the Council.

Rationale:

- *In the opening sentence of point (a), "or will be" is proposed to be added to reflect the scope of aircraft as it is expressed in Article 2(1)(b) of the Basic Regulation.*
- *In points (a)(i) and (a)(ii), an alignment of the terms to those used in the Basic Regulation and in the Chicago convention to designate aircraft subject to Article 83bis is proposed, in particular using "transfer" instead of "delegation". The actual scope of Regulation (EU) No 1321/2014 is not affected by this change.*
- *In point (b), an amendment of the Basic Regulation reference and an adaptation similar to that proposed for points (a)(i) and (a)(ii) is proposed.*

Article 3 Continuing airworthiness requirements

[…]

4. By way of derogation from paragraph 1 of this Article, the continuing airworthiness of aircraft referred to in point (a) of Article 1, for which a permit to fly has been issued, shall be ensured on the basis of ~~the~~ specific continuing airworthiness arrangements defined in the approved flight conditions of the permit to fly issued in accordance with Subpart P of Annex I (Part-21) to Commission Regulation (EU) No 748/2012.

[…]

7. The continuing airworthiness of aeroplanes with a maximum certificated take-off mass at or below 5 700 kg which are equipped with multiple turboprop engines shall be ensured in accordance with the requirements applicable to other than complex motor-powered aircraft as set out in points M.A.201, M.A.301, M.A.302, ~~M.A.601~~ and M.A.803 of Annex I (Part-M), point 145.A.30 of Annex II (Part-145), points 66.A.5, 66.A.30, 66.A.70, Appendix V and VI of Annex III (Part-66), point CAMO.A.315 of Annex Vc (Part-CAMO), point CAO.A.010 and Appendix I of

Annex Vd (Part-CAO) to the extent that they apply to other than complex motor-powered aircraft.

Rationale:

- *Point 4 is proposed to be amended to specify that the continuing airworthiness arrangements can be found in detail in the approved flight conditions, whereas the permit to fly refers to those flight conditions but may not contain all the relevant information.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM Articles 3 and 4 Continuing airworthiness requirements and approvals for organisations involved in the continuing airworthiness

In accordance with Articles 3 and 4, as well as M.A.201 and ML.A.201, the following table provides a summary of the applicability of the Annexes to Regulation (EU) No 1321/2014 related to continuing airworthiness requirements and organisations involved therein.

	[…]		**[…][1]**	
	[…]	**[…][2]**		
	[…]	**[…]**	**[…]**	**CMPA[3]**
[…]	[…]	[…]		

[1] […]

[2] […]

[3] CMPA = Complex motor-powered aircraft, ref. point (u) of Article 2 ~~3(j) of Regulation (EC) No 216/2008~~.

Article 4 Approvals for organisations involved in the continuing airworthiness [of aircraft]

[…]

~~2. By way of derogation from paragraph 1, until 24 September 2020 organisations may, upon their request, be issued approvals by the competent authority in accordance with Subpart F and Subpart G of Annex I (Part-M). All approvals issued in accordance with Subpart F and Subpart G of Annex I (Part-M) shall be valid until 24 March 2022.~~

2~~3~~. Maintenance organisation approval certificates issued or recognised by a Member State in accordance with the certification specification JAR-145 referred to in Annex II to Council Regulation (EEC) No 3922/91 and valid before 29 November 2003 shall be deemed to have been issued in accordance with the requirements of Annex II (Part-145) to this Regulation.

~~4. Organisations that hold a valid organisation approval certificate issued in accordance with Subpart F or Subpart G of Annex I (Part-M) or with Annex II (Part-145) shall, upon their request, be issued by the competent authority a Form 3-CAO as set out in Appendix I to Annex Vd (Part-CAO) and thereafter be overseen by the competent authority in accordance with Annex Vd (Part-CAO).~~

~~The privileges of such an organisation under the approval issued in accordance with Annex Vd (Part-CAO) shall be the same as privileges under the approval issued in accordance with Subpart F or Subpart G of Annex I (Part-M) or with Annex II (Part-145). However, those privileges shall not exceed the privileges of an organisation referred to in Section A of Annex Vd (Part-CAO).~~

~~By way of derogation from point CAO.B.060 of Annex Vd (Part-CAO), until 24 March 2022, the organisation may correct any findings of non-compliance related to requirements introduced by Annex Vd (Part-CAO) which are not included in Subpart F or Subpart G of Annex I (Part-M) or in Annex II (Part-145).~~

~~If after 24 March 2022 the organisation has not closed these findings, the approval certificate shall be revoked, limited or suspended in whole or in part.~~

~~5. Organisations that hold a valid continuing airworthiness management organisation approval certificate issued in accordance with Subpart G of Annex I (Part-M) shall, upon their request, be issued by the competent authority an EASA Form 14 approval certificate in accordance with Annex Vc (Part-CAMO) and thereafter be overseen by the competent authority in accordance with Annex Vc (Part-CAMO).~~

~~By way of derogation from point CAMO.B.350 of Annex Vc (Part-CAMO), until 24 March 2022, the organisation may correct any findings of non-compliance related to requirements introduced by Annex Vc (Part-CAMO) and not included in Subpart G of Annex I (Part-M).~~

~~If after 24 March 2022 the organisation has not closed these findings, the approval certificate shall be revoked, limited or suspended in whole or in part.~~

3~~6~~. Certificates and aircraft maintenance programme approvals issued pursuant to Regulation (EU) No 1321/2014 as applicable before 24 March 2020 shall be deemed to have been issued in accordance with this Regulation.

~~7. By way of derogation from points (1) and (2) of point 145.B.350(d) of Annex II (Part-145), a maintenance organisation that holds a valid approval certificate issued in accordance with Annex II (Part-145) may correct, until 2 December 2024, any findings of non-compliance related to the Annex II requirements introduced by Commission Regulation (EU) 2021/1963.~~

~~Where after 2 December 2024 the organisation has not closed such findings, the approval certificate shall be revoked, limited or suspended in whole or in part.~~

Rationale:

- *Points 2, 4, and 5: these points cannot apply anymore as all approvals in accordance with Part-M Subpart F and Subpart G became invalid after 24 March 2022. Therefore, any transition provision based on holding related certificates are since obsolete as further explained in Section 2.3 of the Explanatory Note.*
- *Point 7: this point does not apply anymore as the date for correcting findings has passed.*

~~GM Article 4(1) Approvals for organisations involved in the continuing airworthiness~~

~~In addition to the Annex I (Part-M) or Annex Vb (Part-ML) provisions directly referred to in Annex Vd (Part-CAO) (such as reference to point ML.A.501 in CAO.A.050), the following requirements shall also be considered by the Part-CAO organisations:~~

~~— M.A.201(c) or ML.A.201(c) Responsibilities,~~

~~— M.A.403(b) or ML.A.403(b) Aircraft defects.~~

Rationale: *GM Article 4(1) is proposed to be deleted (similar to the changes introduced in Part-145 by Reg. 2021/1963), as responsibilities and aircraft defects are now addressed in CAO.A.060.*

Article 5 Certifying staff

1. Aircraft c~~C~~ertifying staff shall be qualified in accordance with the requirements of Annex III (Part-66), except as provided for in points ~~M.A.606(h), M.A.607(b),~~ M.A.801(c) and M.A.803 of Annex I (Part-M), in points ML.A.801(c) and ML.A.803 of Annex Vb (Part-ML), in points CAO.A.040(b) and CAO.A.040(c) of Annex Vd (Part-CAO) and in point~~s~~ 145.A.30(j) ~~of~~ and Appendix IV to Annex II (Part-145).

[…]

6. Until specific requirements for component certifying staff ~~for components~~ working under a B- or C-rated Part-145 organisation, or under an engine- or component-rated Part-CAO organisation, are added to this Regulation, the requirements laid down in the national laws in force in the relevant Member State shall continue to apply, except for maintenance organisations located outside the Union where the requirements shall be approved by the Agency.

[…]

8. Certifying staff releasing non-destructive testing (NDT) tasks under a D-rated Part-145 organisation or an NDT-rated Part-CAO organisation, shall be qualified in accordance with a European or equivalent standard recognised by the Agency.

Rationale:

- *Point (1) is proposed to be amended to clarify that it applies only to aircraft certifying staff.*
- *Point (6) is proposed to be amended to clarify that it applies only for component certifying staff releasing work carried out on components under a B-rated or C-rated Part-145 approval, or under*

a component rating of Part-CAO. In this case the certifying staff shall be qualified in accordance with the national law of the relevant Member State.

- *Point (8) is proposed to be added to clarify that certifying staff releasing NDT tasks must be qualified in accordance with a European or equivalent standard recognised by the Agency, such as EN 4179. This requirement applies only when NDT tasks are performed under a D-rated Part-145 organisation or an NDT-rated Part-CAO organisation. Where NDT tasks are performed in the context of aircraft or component maintenance, for example by an A-rated or C-rated organisation, the tasks shall be carried out by staff qualified in accordance with a European or equivalent standard recognised by the Agency, as required in point 145.A.30(f). In such cases, once the NDT tasks have been signed off, the overall maintenance work, including the NDT tasks, shall be released by certifying staff qualified as aircraft or component certifying staff.*

GM1 Article 6(6) Requirements applicable to training organisations and competent authorities issuing licenses

CORRELATION TABLE BETWEEN BASIC KNOWLEDGE MODULES APPLICABLE BEFORE AND AFTER THE APPLICABILITY DATE OF REGULATION (EU) 2023/989

[…]

Table I: Basic Knowledge requirements (except for category L licence) as listed in Appendix I to Annex III (Part-66)

Subject module applicable before the applicability date	Subject module applicable after the applicability date
[…]	[…]
11A. TURBINE AERODY~~U~~NAMICS, STRUCTURES AND SYSTEMS 11B. PISTON~~E~~ AERODY~~U~~NAMICS, STRUCTURES AND SYSTEMS 11C. PISTON~~E~~ AERODY~~U~~NAMICS, STRUCTURES AND SYSTEMS	[…]
[…]	[…]

[…]

Article 8 Entry into force

~~1.~~ This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

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

~~(a) for the maintenance of piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below not involved in commercial air transport, until 28 September 2014, the requirement to have certifying staff qualified in accordance with Annex III (Part-66) contained in the following provisions:~~

~~– points M.A.606(g) and M.A.801(b)2 of Annex I (Part-M),~~

~~– points 145.A.30(g) and (h) of Annex II (Part-145);~~

~~(b) [Deleted]~~

(c) for aircraft registered in a third country and dry leased-in by air carriers licenced in accordance with Regulation (EC) No 1008/2008, until 25 August 2017, the requirements of Annex Va.

2a. By way of derogation from paragraph 1, the requirements for aircraft used for commercial specialised operations and CAT other than those by air carriers licenced in accordance with Regulation (EC) No 1008/2008, set out in Regulation (EU) No 965/2012, as amended by Regulation (EU) No 379/2014, shall apply from 21 April 2017.

Until that time:

- The provisions of Annex I, point M.A.201(f) shall apply to complex motor powered aircraft used by operators requested by a Member State to hold a certificate for commercial operations other than licence air carriers in accordance with Regulation (EC) No 1008/2008 and to commercial ATOs;
- The provisions of Annex I, point M.A.201(h) shall apply to other than complex motor powered aircraft, used by operators requested by a Member State to hold a certificate for commercial operations other than licence air carriers in accordance with Regulation (EC) No 1008/2008 and to commercial ATOs;
- The provisions of Annex I, point M.A.306(a) shall apply to aircraft used by licence air carriers in accordance with Regulation (EC) No 1008/2008 and aircraft used by operators requested by a Member State to hold a certificate for commercial operations;
- The provisions of Annex I, point M.A.801(c) shall apply to ELA1 not used by licence air carriers in accordance with Regulation (EC) No 1008/2008 and not used by commercial ATOs;
- The provisions of Annex I, point M.A.803(b) shall apply to non-complex motor-powered aircraft of 2730 kg MTOM and below, sailplane, powered sailplane or balloon, not used by licence air carriers in accordance with Regulation (EC) No 1008/2008, or by operators requested by a Member State to hold a certificate for commercial operations, or by commercial ATOs;
- The provisions of Annex I, point M.A.901(g) shall apply to ELA1 aircraft not used by licence air carriers in accordance with Regulation (EC) No 1008/2008, or by operators requested by a Member State to hold a certificate for commercial operations, or by commercial ATOs.

3. When a Member State makes use of the provisions of paragraph 2 it shall notify the Commission and the Agency.

4. For the purpose of time limits contained in points 66.A.25, 66.A.30 and Appendix III of Annex III (Part-66) related to basic knowledge examinations, basic experience, theoretical type training and examinations, practical training and assessment, type examinations and on the job training completed before Regulation (EU) No 1149/2011 applied, the origin of time shall be the date by which Regulation (EU) No 1149/2011 applied.

5. [Deleted]

6. By way of derogation from paragraph 1:

(a) competent authorities or, where applicable, organisations may continue to issue certificates, previous issue, as laid down in Appendix III to Annex I (Part-M) or Appendix II and Appendix III to Annex IV (Part-147) to Regulation (EU) No 1321/2014, in force prior to 27 July 2015, until 31 December 2015.

~~(b) certificates issued before 1 January 2016 remain valid until they are changed, suspended or revoked.~~

Rationale:

- *Points 2 and 3 are proposed to be deleted because the provisions are not anymore applicable since 28 September 2014 for point (a) and 25 August 2017 for point (c).*
- *Point 2a is proposed to be deleted because it allowed for transition before new requirements became applicable on 21 April 2017. This date having passed, it is now obsolete.*
- *Point 4 is proposed to be deleted because it was setting the origin of time for applying Part-66 time limits requirements to the applicability date of Regulation (EU) No 1149/2011, which was 21 October 2011. As the longest time requirement is 10 years (e.g. basic knowledge examinations earliest date prior to application), this provision could be applied until 21 October 2021 but has now become obsolete.*
- *Point 6 is proposed to be deleted because it is not anymore applicable since 31 December 2015.*

ANNEX I (PART-M)

GENERAL

M.1

For the purpose of this Part, the competent authority shall be:

1. […]

~~2. for the oversight of a maintenance organisation as specified in Section A, Subpart F of this Annex (Part-M):~~

~~(i) the authority designated by the Member State where that organisation's principle place of business is located;~~

~~(ii) the Agency if the organisation is located in a third country;~~

~~3.~~2. for the approval of aircraft maintenance programmes ('AMP'), one of the following:

[…]

~~4. for the oversight of a continuing airworthiness management organisation as specified in Section A, Subpart G of this Annex (Part-M):~~

~~(i) the authority designated by the Member State where that organisation's principle place of business is located if the approval is not included in an air operator's certificate;~~

~~(ii) the authority designated by the Member State of the operator if the approval is included in an air operator's certificate;~~

~~(iii) the Agency if the organisation is located in a third country.~~

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM1 ~~M.1(3)(ii)~~ M.1(2)(ii)

TRANSFER OF RESPONSIBILITY FOR THE APPROVAL OF THE AIRCRAFT MAINTENANCE PROGRAMME

(a) The aircraft maintenance programme (AMP) may be approved by an authority other than the one designated by the Member State of registry of the aircraft when that Member State concludes a written contract with the Member State of the operator, of the continuing airworthiness management organisation (CAMO) or of the combined airworthiness organisation (CAO) if the conditions of point ~~M.1.(3)(ii)~~ M.1.(2)(ii) apply. The written contract between the two Member States contains a reference to the aircraft and the competent authorities (CAs), as well as the terms and conditions for the transfer of responsibility between the CAs.

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

SECTION A — TECHNICAL REQUIREMENTS

M.A.201 Responsibilities

[…]

(b) By way of derogation from point (a), w~~W~~hen the aircraft is leased, the responsibilities ~~of the owner are transferred to the lessee if~~ set out in point (a) shall apply to the lessee, provided that the lessee is identified in the registration document of the aircraft or such transfer of responsibilities is detailed in the leasing contract. ~~:~~

~~1. the lessee is stipulated on the registration document; or~~

~~2. detailed in the leasing contract.~~

[…]

[…]

(e) 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:

(1) […]

(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;

(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).

(ea) By derogation to points (e)(2) and (e)(3), at least two operators forming part of a single air carrier business grouping may use the same CAMO to assume the responsibility for the continuing airworthiness management of all the aircraft they operate, provided that all of the following requirements are met:

[…]

(5) the individual management systems of the organisations concluding a contract are harmonised with each other ~~.~~;

(6) the CAMO is approved in accordance with Annex II (Part-145) or concludes a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) with organisations approved in accordance with Annex II (Part-145) for the maintenance of aircraft and their components.

[…]

(f) 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 1178/2011 , the operator shall ensure that:

(1) […]

(2) the tasks associated with continuing airworthiness management 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)~~;

(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) For complex motor-powered aircraft not included in points (e) and (f), the owner shall ensure that:

(1) […]

(2) the tasks associated with continuing airworthiness management 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)~~;

(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) 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:

(1) […]

(2) the tasks associated with continuing airworthiness management 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);

(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 or CAO has concluded a written contract 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.

(i) For aircraft other than complex motor-powered aircraft not included in points (e) and (h), or used for limited operations, the owner shall ensure that flight takes place only if the conditions set out in point (a) are met. To that end, the owner shall:

(1) attribute the continuing airworthiness management tasks ~~referred to in point M.A.301~~ to a CAMO or CAO through a written contract concluded in accordance with Appendix I; or

[…]

[…]

(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 management 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.

Rationale:

- *Point (b) is proposed to be amended to align Part-M and Part-ML, and to clarify the conditions required for transferring responsibilities between the owner (lessor) and the lessee.*
- *Point (ea)(6) is proposed to be added to clarify that it is the single CAMO (and not the operator) which has the responsibility to manage the maintenance contract in this case, so point M.A.201(e)(3) is not applicable.*
- *Points (f)(2), (g)(2), (h)(2), (i)(1), and (k) are proposed to be amended to correct the reference concerning 'continuing airworthiness tasks'. In this context what shall be ensured by the owner or operator is that a CAMO or CAO carries out continuing airworthiness **management** tasks, based on a contract established in accordance with point M.A.201.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM M.A.201 Responsibilities

QUICK SUMMARY TABLE

Select your type of operation and your category of aircraft			Complex motor-powered aircraft		Other-than-complex motor-powered aircraft (aircraft subject to Part ML are excluded here)	
			Is a CAMO or CAO required for the management of continuing airworthiness?	**Is maintenance by a maintenance organisation required?**	**Is a CAMO or CAO required for the management of continuing airworthiness?**	**Is maintenance by a maintenance organisation required?**
Commercial operations	CAT	Air carriers licensed in accordance with Regulation (EC) No 1008/2008	Yes, a CAMO is required. It shall be part of the AOC (M.A.201(e)) unless point M.A.201(ea) applies.	Yes, maintenance by a Part-145 organisation is required (M.A.201(e))	Yes, a CAMO is required. It shall be part of the AOC (M.A.201(e)) unless point M.A.201(ea) applies.	Yes, maintenance by a Part-145 organisation is required (M.A.201(e))
		CAT other than air carriers licensed in accordance with Regulation (EC) No 1008/2008	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO or CAO is required (M.A.201(h))	Yes, maintenance ~~by a Subpart F,~~ by a Part-CAO or by a Part-145 organisation is required (M.A.201(h))
	Commercial operations other than CAT	Commercial specialised operations	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO or CAO is required (M.A.201(h))	Yes, maintenance ~~by a Subpart F,~~ by a Part-CAO or by a Part-145 organisation is required (M.A.201(h))
		Commercial training organisations (ATOs)	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO or CAO is required (M.A.201(h))	Yes, maintenance ~~by a Subpart F,~~ by a Part-CAO or by a Part-145 organisation is required (M.A.201(h))
Other than commercial operations including limited operations as defined in Article 2(p)			Yes, a CAMO is required (M.A.201(g))	Yes, maintenance by a Part-145 organisation is required (M.A.201(g))	No, a CAMO or CAO is not required (M.A.201(i))	No, maintenance ~~by a Subpart F,~~ by a Part-CAO or Part-145 organisation is not always required (M.A.201(i))

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM2 M.A.201(ea) Responsibilities

AIR CARRIER BUSINESS GROUPING

[…]

(b) Each approved organisation is responsible for its management system, even if they follow common group standards, policies, or procedures. The accountability of each approved organisation, as defined by the relevant EU regulation, is not affected by being part of a single air carrier business grouping. The air carrier remains ultimately responsible for the continuing airworthiness of the aircraft it operates even if the operator decides to contract the continuing airworthiness management to a CAMO. In that case, the operator is no longer responsible for performing the continuing airworthiness management tasks, as that responsibility is transferred to the contracted CAMO. The operator keeps the responsibility to fulfil the requirements in the EU regulations, e.g. to assess the CAMO to ensure that it has the capability and capacity to comply with the contract (see Part-M, Appendix I, point 7).

Rationale:

- *Point (b) is proposed to be amended to correct the reference to continuing airworthiness tasks, where the intention is to refer to continuing airworthiness **management** tasks specifically.*

M.A.301 Continuing airworthiness tasks

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:

[…]

(d) the release of all maintenance in accordance with Subpart H of Part-M or Part-145;

[…]

(f) the accomplishment of any applicable:

[…]

(2) operational requirement ~~directive~~ with a continuing airworthiness impact;

[...]

Rationale:

- *Point (d) is proposed to be amended to include a reference to Part-145, creating a more logical interaction between related requirements and align with Part-ML (ML.A.301).*
- *point (f)(2) is proposed to be amended to replace 'operational directive' with 'operational requirement' (i.e. requirements originating from Regulation (EU) No 965/2012 and Regulation (EU) 2015/640, as applicable), which was the original intent of this point.*

GM1 M.A.301 Continuing airworthiness tasks

ROLES IN CONTINUING AIRWORTHINESS TASKS

The tasks listed in M.A.301 aim to ensure the continuing airworthiness of the aircraft and the serviceability of both operational and emergency equipment and imply that a control of the aircraft configuration is in place. These tasks are the responsibility of the person or organisation referred to in M.A.201, except for the release of the maintenance which is the responsibility of the maintenance organisation or the person who performed it.
To fulfil this responsibility, the person or organisation referred to in point M.A.201 is expected to be knowledgeable and in control of the aircraft configuration, as well as be aware of what maintenance is required and has been performed.

Based on this, that person or organisation schedules and orders the required maintenance and should verify that all the maintenance ordered has been released (or properly deferred) and that this has been appropriately recorded. This also means that person or organisation verifies that the terms of existing contracts with maintenance organisations are satisfied.
However, that person or organisation is not obliged to audit or check how the maintenance organisation meets the requirements for a maintenance organisation approval, although they are entitled to do so if they wish.

It is to be noted that a certificate of release to service certifies that a certain maintenance work has been completed in accordance with the applicable regulations and procedures. However, in the case of aircraft maintenance, it does not necessarily mean that the aircraft is in an airworthy condition. The process for ensuring that the aircraft is airworthy before each flight is the responsibility of the person or organisation referred to in point M.A.201.

Rationale:

- *This GM is proposed to be added to explain the responsibilities of those in charge of managing the continuing airworthiness of an aircraft (i.a.w. M.A.201) and those carrying out maintenance. It aligns with GM1 145.A.50(a) (introduced with ED Decision 2022/011/R) and outlines the duties for the control of the aircraft configuration, similarly to what AMC1 CAMO.A.315 already explains for CAMOs. This proposal is an outstanding item from RMT.0217 'CAMOs' and Part-145 organisations' responsibilities'.*

AMC M.A.301(a) Continuing airworthiness tasks

PRE-FLIGHT INSPECTIONS

1. With regard to the pre-flight inspection, it is intended to mean all of the actions necessary to ensure that the aircraft is fit to make the intended flight. These should typically include but are not necessarily limited to:

   (a) a walk-around type inspection of the aircraft and its emergency equipment for condition including, in particular, any obvious signs of wear, damage or leakage. In addition, the presence of all required ~~equipment including~~ operational and emergency equipment should be established.

   […]

[…]

3. In the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, the CAMO should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, as appropriate, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to ~~the quality system of~~ M.A.712 ~~or~~ the management system required by CAMO.A.200. It should be demonstrated to the competent authority that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. The training standard for personnel performing the pre-flight inspection should be described in the continuing airworthiness management exposition.

Rationale:

- *Point 1(a) is proposed to be amended to refer to 'operational and emergency equipment', being therefore aligned with point 6.1.(b) of Annex V of the Basic Regulation. This proposal is an outstanding item from RMT.0217 'CAMOs' and Part-145 organisations' responsibilities'.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.A.301(c) Continuing airworthiness tasks

MAINTENANCE IN ACCORDANCE WITH THE AMP

The owner, CAO or CAMO, as applicable, should have a system to ensure that all ~~aircraft~~ scheduled maintenance is ~~checks are~~ performed within the limits prescribed by the approved aircraft maintenance programme and that, whenever a certain maintenance ~~check~~ cannot be performed within the required time limit, its postponement is allowed in accordance with a procedure agreed by the ~~appropriate~~ competent authority.

Rationale:

- *This AMC is proposed to be amended for wording improvements without any change the intention of the text.*

AMC1 M.A.301(f)(2) Continuing airworthiness tasks

OPERATIONAL ~~DIRECTIVES~~ REQUIREMENTS WITH A CONTINUING AIRWORTHINESS IMPACT

Operational ~~directives~~ requirements mean requirements from Regulation (EU) No 965/2012 and Regulation (EU) 2015/640. Examples of operational requirements impacting continuing airworthiness, include, but are not limited to, ~~with a continuing airworthiness impact include operating rules such as~~ extended ~~twin-engine~~ diversion time operations ~~(ETOPS)~~(EDTO) / long range operations (LROPS), reduced vertical separation minima (RVSM), MNPS, all-weather operations (AWOPS), RNAV, readout of data recorders, etc.

~~Any other continuing airworthiness requirement established by the Agency includes TC-related requirements such as: certification maintenance requirements (CMR), life-limited parts, airworthiness limitations contained in CS-25 Book 1, Appendix H, paragraph H25.4, fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), etc.~~

The operator is responsible for the compliance with ~~incorporation of~~ operational ~~directives (ODs)~~ requirements and in cases where there is an impact on the continuing airworthiness, the person or organisation responsible for the aircraft continuing airworthiness ~~CAMO has to~~ should consider these ~~assess~~ ~~this~~ and take appropriate actions ~~to ensure the continuing airworthiness~~. Organisations managing continuing airworthiness should include such ~~The~~ process ~~to incorporate the ODs should be detailed in an arrangement or common procedure~~ in their exposition or manual.

Rationale:

- *The first and third paragraph of this AMC are proposed to be reworded to align with the proposed change to point M.A.301(f)(2) and to refer to Regulation (EU) No 965/2012 and Regulation (EU) 2015/640 which contain such operational requirements.*
- *The second paragraph of this AMC is proposed to be deleted and moved to a new GM to point M.A.301(f)(3).*
- *This AMC is also amended to implement the latest relevant revision of ICAO Annex 6 Part I which introduced EDTO, as further explained in Section 2.3 of the Explanatory Note.*

GM1 M.A.301(f)(3) Continuing airworthiness tasks

CONTINUING AIRWORTHINESS REQUIREMENT ESTABLISHED BY THE AGENCY

Continuing airworthiness requirement established by the Agency includes TC-related requirements such as certification maintenance requirements (CMR), life limits, airworthiness limitations required by CS-25 Book 1, Appendix H, paragraph H25.4, fuel tank system airworthiness limitations including Critical Design Configuration Control Limitations (CDCCL), etc.

Rationale:

- *This GM is proposed to be created to host content (second paragraph) moved from former AMC M.A.301(f).*

GM M.A.301(i) Continuing airworthiness tasks

MAINTENANCE CHECK FLIGHTS (MCFs)

[…]

(b) Depending on the aircraft defect and the status of the maintenance activity performed before the flight, different scenarios are possible and are described below:

(1) The aircraft maintenance manual (AMM), or any other maintenance data issued by the design approval holder or the declarant of a declaration of design compliance, requires that an MCF be performed before completion of the maintenance ordered. In this scenario, a certificate after incomplete maintenance, when in compliance with M.A.801(f) or 145.A.50(e), should be issued by the maintenance organisation and the aircraft can be flown for this purpose under its airworthiness certificate. Due to incomplete maintenance, for aircraft used in commercial air transport, it is advisable to open a new entry on the aircraft technical log system to identify the need for an MCF. This new entry should contain or refer to, as necessary, data relevant to perform the MCF, such as aircraft limitations and any potential effect on operational and emergency equipment due to incomplete maintenance, maintenance data reference and

maintenance actions to be performed after the flight. After a successful MCF, the maintenance records should be completed, the remaining maintenance actions finalised and the ~~aircraft released to service~~ maintenance released in accordance with the maintenance organisation's approved procedures.

[…]

[…]

Rationale:

- *Point (b)(1) is proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.*

M.A.302 Aircraft maintenance programme

[…]

(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.

[…]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.A.302(d) Aircraft maintenance programme

AMP BASIS AND ASSOCIATED PROGRAMMES

[…]

8. Aircraft maintenance programmes for aeroplanes conducting extended diversion time operations (EDTO) should be established taking into consideration the applicable provisions of Appendix VI to AMC to Part-CAMO (EDTO considerations).

Rationale:

- *This AMC is amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation*

(EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.

AMC M.A.302(g) Aircraft maintenance programme

RELIABILITY PROGRAMMES

[…]

7. Reliability programmes associated with the aircraft maintenance programmes of aeroplanes conducting extended diversion time operations (EDTO) should be developed taking into consideration the applicable provisions of Appendix VI to AMC to Part-CAMO (EDTO considerations).

Rationale:

- *This AMC is amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*

M.A.305 Aircraft continuing airworthiness record system

[…]

(e) 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:

[…]

4. Record-keeping periods when the aircraft is permanently withdrawn from service:

[…]

(iii) the in-service history record for each life-limited part as identified under point (e)(3)(i), as well as the most recent CRS(s) and detailed maintenance records as identified under points (e)(2)(i), (e)(2)(ii), and ~~(e)(3)(i)~~ (e)(3)(ii), which shall be retained for at least 12 months.

[…]

Rationale:

- *Point (e)(4)(iii) is proposed to be amended to:*
  - *Clarify which records are expected to be kept when referring to point (e)(3)(i) (i.e. in-service history for life limited parts);*
  - *Add a reference to (e)(3)(ii) to match the requirement mentioning the CRS and detailed maintenance records in relation to life-limited parts;*
  - *Add a reference to (e)(2)(i) as regards the CRS and detailed maintenance records for demonstrating compliance with ADs and mandated safety measures in order to complement the existing reference to (e)(2)(ii) which relates to modifications and repairs.*

GM M.A.305 Aircraft continuing airworthiness record system

[…]

(g) 'Detailed maintenance records' in this part refers to those records required to be kept by the person or organisation responsible for the aircraft continuing airworthiness in accordance with M.A.201 in order that they may be able to fulfil their obligations under Part M.

These are only a part of the detailed maintenance records required to be kept by a maintenance organisation under point ~~M.A.614,~~ CAO.A.090(a) or 145.A.55(a). Maintenance organisations are required to retain all detailed records to demonstrate that they worked in compliance with their respective requirements and quality procedures.

[…]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM M.A.305(d)(2) Aircraft continuing airworthiness record system

TASKS CONTROLLED AT COMPONENT LEVEL

[…]

(d) The following table provides a summary of the records' requirements related to components subjected to primary maintenance process, including components without an EASA Form 1 in accordance with point 21.A.307~~(c)~~(b)(2) of Part 21 or point 21L.A.193~~(c)~~(b)(2) of Part 21 Light:

[…]	[…]
ELA 2 aircraft : any component that is fitted without an EASA Form 1 in accordance with 21.A.307~~(c)~~(b)(2) or 21L.A.193~~(c)~~(b)(2)	The certificate of release to service and owner's acceptance statement (M.A.305(e)(3)(iii)).

Rationale:

- *This GM is proposed to be amended to correct Incorrect references to Regulation (EU) No 748/2012.*

M.A.306 Aircraft technical log system

(a) 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:

[…]

3. when the next scheduled maintenance is due ~~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;

4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and;

5. any necessary guidance instructions on maintenance support arrangements.

If agreed by the competent authority, the aircraft certificate of release to service after base maintenance and the information required in point 3 of the first paragraph may be kept outside the technical log, provided it is ensured by other means that no flight takes place without the necessary maintenance having been performed and released, and that the flight crew has access to this information when required.

(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).

Rationale:

- *Point (a)(3) is proposed to be amended to simplify and correct the current text, for example by clarifying that out-of-phase maintenance is essentially considered scheduled maintenance.*
- *At the end of point (a), a new paragraph is proposed to be added to introduce flexibility regarding the requirement for the current aircraft CRS, particularly after base maintenance, and the next scheduled maintenance due to be in the technical log. If agreed by the competent authority, this information may instead be made available to the pilot through other means, upon request.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.A.306(a) Aircraft technical log system

CONTENT OF INFORMATION ON THE ATL SYSTEM

For CAT operations, commercial specialised operations and commercial ATO or commercial DTO operations, the aircraft technical log is a system for recording defects and malfunctions during the aircraft operation and may be used for recording details of ~~all~~ maintenance carried out on an aircraft between scheduled base maintenance visits. In addition, it is used for recording flight safety and maintenance information the operating crew need to know.

Cabin or galley defects and malfunctions that affect the safe operation of the aircraft or the safety of its occupants ~~are regarded as forming part of the aircraft log book where recorded by another means.~~ should be made known to the flight crew and recorded in Section 3 of the technical log, even if the operator uses other means (e.g. a cabin log) to record such defects.

[…]

Section 2 should contain details of when the next scheduled maintenance is due, including, if relevant any out of phase component changes due before the next maintenance check. ~~In addition this section~~

~~should contain the current certificate of release to service (CRS), for the complete aircraft, issued normally at the end of the last maintenance check.~~

NOTE: The flight crew does not need to receive such details if the next scheduled maintenance is controlled by other means (e.g. M.A.306(a)(3)) acceptable to the competent authority.

Section 3 should contain details of all information considered necessary to ensure continued flight safety. Such information includes:

[…]

(iv) the running total of flying hours/cycles/etc., such that the hours to the next schedule maintenance can be determined. The flight crew does not need to receive such details if the next scheduled maintenance is controlled by other means (e.g. M.A.306(a)(3)) acceptable to the competent authority.

(v) details of ~~any~~ maintenance carried out, and any failure, defect or malfunction to the aircraft affecting airworthiness or safe operation of the aircraft including emergency systems, and any failure, defect or malfunctions in the cabin or galleys that affect the safe operation of the aircraft or the safety of its occupants that are known to the commander. Provision should be made for the commander to date and sign such entries including, where appropriate, the nil defect state for continuity of the record. Provision should be made for a CRS following rectification of a defect, ~~or~~ any ~~deferred~~ defect deferment, or the accomplishment of scheduled maintenance ~~check carried out~~. Such a certificate appearing on each page of this section should readily identify the defect(s) to which it relates or the particular maintenance ~~check~~ as appropriate.

[…]

[…]

NOTE 2: Section 3 should be designed so that one copy of each page ~~may~~ remains on board the aircraft and one copy ~~may be~~is retained on the ground until completion of the flight to which it relates.

[…]

Section 5 should contain any necessary maintenance support information that the aircraft commander needs to know. Such information would include data on how to obtain~~contact~~ maintenance, CAMO, or CAO support, as applicable, if problems arise whilst operating the routes etc.

Rationale:

AMC M.A.306(a) is proposed to be amended:

- *to clarify that not all maintenance performed during scheduled base visits needs to be recorded in the technical log, for example in the case of unscheduled base maintenance.*
- *to clarify that any cabin defects affecting the safe operation of the aircraft shall be communicated to the flight crew, who shall record them in Section 3 of the technical log.*
- *to remove from Section 2 the requirement to include the CRS of a 'complete aircraft', since the term is not clearly defined. The current CRS should instead be recorded in Section 3, together with the details of the maintenance carried out.*
- *to make minor wording improvements.*

AMC1 M.A.402(h) Performance of maintenance

CRITICAL MAINTENANCE TASKS

The following maintenance tasks should primarily be reviewed to assess their impact on safety:

[…]

(c) tasks that may affect the propulsive force of the aircraft, including installation of aircraft engines, propellers and rotors and maintenance tasks on fuel systems and tanks; and

[…]

Rationale:

- *Point (c) is proposed to be amended taking safety recommendations SR UNKG-2021-018 and UNKG-2021-019 into consideration. The aircraft registered G-POWN suffered an engine malfunction because the aircraft tanks were treated with an excessive amount of biocide product. Therefore, this proposal is to refer to maintenance on fuel systems and tanks as maintenance tasks that require safety impact assessment. In addition (refer to GM M.A.402(h)) and as recommended, safety publications from aviation authorities are added as part of the list of sources of information for the identification of critical maintenance tasks.*

AMC2 M.A.402(h) Performance of maintenance

INDEPENDENT INSPECTION

[…]

(b) Qualifications of personnel performing independent inspections

(1) When the work is performed by ~~a Part-M Subpart F~~an organisation approved in accordance with Annex Vd (Part-CAO), then the organisation should have procedures to demonstrate that the 'independent qualified person' has been trained and has gained experience in the specific control systems to be inspected. This training and experience could be demonstrated, for example, by:

[…]

(2) When the work is performed outside ~~a Part-M Subpart F~~ an organisation approved in accordance with Annex Vd (Part-CAO):

[…]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM M.A.402(h) Performance of maintenance

Several data sources may be used for the identification of critical maintenance tasks, such as:

[…]

– safety publications from aviation authorities (e.g. Safety Information Bulletins).

Rationale:

- *GM M.A.402(h) is proposed to be amended taking safety recommendations SR UNKG-2021-018 and UNKG-2021-019 into consideration. The aircraft registered G-POWN suffered an engine malfunction because the aircraft tanks were treated with an excessive amount of biocide product. As recommended, safety publications from aviation authorities are added as part of the list of sources of information for the identification of critical maintenance tasks. In addition (refer to AMC1 M.A.402(h)), the proposal is also to refer to maintenance on fuel systems and tanks as maintenance tasks that require safety impact assessment*

M.A.403 Aircraft defects

[…]

(b) Only the certifying staff referred to in point M.A.801(b)(1) ~~or in Subpart F of this Annex~~ or in Annex II (Part-145) or in Annex Vd (Part-CAO), or the person authorised in accordance with point M.A.801(c) of this Annex can decide, using maintenance data referred to in point M.A.401 of this Annex, 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 certifying staff.

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM1 M.A.403 Aircraft defects

MANAGEMENT OF REPETITIVE DEFECTS

This guidance material principally addresses complex motor-powered aircraft, aircraft operated by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and the organisations responsible for their continuing airworthiness management and maintenance (i.e. CAMOs and Part-145 maintenance organisations).

Nonetheless, the provisions of this guidance material also apply to other aircraft and the associated organisations (including CAOs approved for continuing airworthiness management and maintenance).

1. Identification of repetitive defects

A repetitive defect can be defined as an aircraft defect or system malfunction that reoccurs on the same aircraft because the underlying root cause has not been effectively eliminated.

In certain cases, the root cause is not identified because troubleshooting is either:

– Not performed, for instance when the defect is temporarily cleared through a flight crew system reset; or

– Performed inadequately, such as when only an operational check is carried out instead of retrieving recorded fault codes and following the troubleshooting procedures in accordance with the maintenance data.

In other situations, the fault cannot be confirmed on the ground (intermittent fault) because:

– The defect manifests only under specific conditions encountered in flight (e.g. vibrations, aerodynamic loads, or flight control surface movements); or

– The affected component is in the early stages of deterioration, resulting in sporadic malfunctions (e.g. worn or damaged electrical connectors, pins, wire insulation, or temperature, proximity, or pressure sensors).

In such cases, the fault confirmation step within the troubleshooting process (e.g. system BITE test) may not give conclusive results.

The technical assessment and resolution of repetitive defects can therefore be complex and may present significant challenges. Furthermore, the initial rectification action may not fully address the root cause, leading to a recurrence of the same defect during subsequent flights or operating days.

As multiple factors can contribute to the recurrence of a defect — such as spurious fault indications, the use of system resets, intermittent faults, incomplete or ineffective troubleshooting, or insufficient rectification — a single identification criterion may not be suitable.

Organisations may establish criteria based on defect recurrence within a defined number of flight cycles, flight hours, operating days, or other. In any case, CAMOs are expected to adopt criteria that enable the timely identification of repetitive defects that have not been effectively rectified, while taking into account the maintenance data (e.g. the troubleshooting manual, fault isolation management, the aircraft maintenance manual) whenever relevant and applicable.

2. Responsibilities of CAMOs and maintenance organisations

As part of its defect control system, the CAMO is expected to establish and apply procedures enabling the timely identification, control, and coordination of the rectification of repetitive defects by the maintenance organisation (refer to CAMO.A.315(b)(5) and (6)).

While the evaluation of repetitive defects at fleet level is addressed through the AMP reliability programme (refer to M.A.302(g), when applicable), reliance on the reliability programme alone is insufficient to mitigate their potential impact on flight safety for each managed aircraft. Therefore, CAMOs are expected to ensure that repetitive defects are also identified and monitored on a regular basis, so that they can be resolved without waiting for the issuance of the next reliability report.

A risk-based approach may be applied when addressing repetitive defects, as their impact on flight safety may vary. Aircraft systems such as flight controls, the landing gear, and propulsion systems have a great influence on flight safety; therefore, additional or more stringent troubleshooting and corrective actions may be required to ensure effective defect rectification and prevent recurrence.

This may include removing the aircraft from service to perform in-depth investigations or conducting a maintenance check flight to verify the effectiveness of the rectification (refer to GM M.A.301(i)(b)(3)).

In addition, operational pressure and the lack of adequately qualified personnel—both within the CAMO and the maintenance organisation — are recognised as hazards that can adversely affect the management of repetitive defects, leading to delays in rectification and, consequently, a reduction in safety standards. Both organisations are therefore expected to identify these hazards, assess their consequences, and manage the associated risks.

With respect to repetitive defects, the CAMO's management system is expected to:

– Verify that the relevant procedures are established and effectively implemented through the compliance monitoring function. During CAMO product audits, this may include not only checking the current defect status of the aircraft but also the handling of repetitive defects, over the previous months of operation.

– Ensure that hazards and risks associated with repetitive defects that may affect flight safety are properly documented within the CAMO's Safety Management System (SMS). Those may include operational pressure and a lack of qualified personnel, delaying or shortening the rectification timeframe and, therefore, reducing the level of safety.

– Ensure that interfaces with the operator, the maintenance organisation, and the design approval holder are defined and used for collective risk assessments and overall management of repetitive defects, as necessary.

– Monitor the effectiveness of contracted maintenance organisations in troubleshooting and rectifying repetitive defects.

– Ensure that the management of repetitive defects is adequately considered as part of the airworthiness review process, when applicable.

With respect to repetitive defects, the maintenance organisation is also expected to consider risks (documented as part of its SMS, when applicable) associated with:

– operational pressure and a lack of qualified personnel; and

– the normalisation of repetitive failure or fault clearance without proper reporting or troubleshooting, and, potentially, not in compliance with the applicable maintenance data.

3. Coordination and interfaces among stakeholders

Three main stakeholders are involved in the repetitive defect management process:

– the operator (flight/cabin crew), responsible for reporting aircraft defects.

– the maintenance organisation, responsible for troubleshooting and rectification.

– the CAMO, responsible for defect control as part of the continuing airworthiness management of the aircraft.

While the CAMO holds the overall responsibility for managing these interfaces, effective coordination among all stakeholders is essential to ensure timely defect identification and rectification.

Depending on the circumstances, the design approval holder (DAH) may also be a key stakeholder, providing technical support for troubleshooting and rectification when requested by the CAMO or the maintenance organisation.

As regards coordination with the operator, the CAMO is expected to ensure that:

– technical log entries made by flight or cabin crew include sufficient information to facilitate defect troubleshooting and rectification. In addition to the fault message, details such as the flight phase, aircraft system configuration at the time of the fault, and any associated cockpit effects or malfunctions are considered particularly valuable.

– flight crews are aware that deferring the reporting of a defect until the last flight of the day or upon return to home base, instead of reporting it during the flight in which it occurs, is not acceptable and may adversely affect safety.

– procedures include provisions to inform flight crews when latent or intermittent faults are being monitored while the system continues to be considered operative. Intermittent defects affecting essential or critical systems (including those influencing automation functions not evident to the crew) may limit the crew's ability to manage the consequences of such defects during high-workload flight phases. Once an intermittent fault becomes repetitive, the affected system should be considered inoperative until successful rectification has been achieved.

As regards coordination with the maintenance organisation, the CAMO is expected to ensure that:

– All relevant information related to the repetitive defect and the aircraft configuration status (including the status of applicable modifications and repairs) is made available to the maintenance organisation. This is particularly important when the same repetitive defect is addressed by more than one maintenance organisation.

– Previous troubleshooting and maintenance actions are reviewed and coordinated with the maintenance organisation to determine the next steps, thereby avoiding duplication of ineffective rectification attempts.

– Accurate maintenance records are provided, enabling adequate monitoring and follow-up of the defect. For example, any fault code associated with a fault message (or the absence thereof) should be recorded, when applicable.

4. Troubleshooting and recording practices for repetitive defects

The following practices are considered:

– The absence of a fault on the ground does not necessarily mean that the corresponding failure code cannot be retrieved from the aircraft's onboard maintenance systems. When available, such data is to be accessed and reviewed to support the troubleshooting process.

  In addition, the fact that a fault that cannot be confirmed or reproduced on the ground does not automatically imply that the aircraft is airworthy. An appropriate understanding of the affected system, combined with a review of the defect history and any recorded fault codes, is essential to correctly interpret the event and assess its implications for continued airworthiness and flight safety.

– Maintenance records are to include precise references to the maintenance or troubleshooting tasks performed, together with the steps accomplished, inspection or test results, and any measured values, as applicable. This documentation is essential to ensure the traceability and continuity of the troubleshooting process.

– Aircraft system resets are to be used with caution and always in accordance with the maintenance data. A system reset may temporarily clear the indication while the underlying fault remains latent, potentially deteriorating over time or combining with other failures to create more serious consequences.

Whenever a system reset is used to address a fault, the action is to be recorded in the aircraft technical log.

– Certain aircraft types and digital maintenance tools allow the transmission or download of fault data from monitored systems.

When such functionality is available, it is good practice to use this information to complement or detect incomplete or missing entries in the technical log, and to support the identification of repetitive defects.

– Defect troubleshooting is to be carried out in accordance with the maintenance data. Performing only operational checks or repeating identical BITE tests without applying the full troubleshooting procedure cannot be considered sufficient.

While a BITE test may be appropriate to confirm a newly reported fault, it is not adequate for investigating a repetitive defect, where a more comprehensive troubleshooting process is required until the root cause is identified, even if BITE test results are satisfactory.

Rationale:

- *GM1 M.A.403 is proposed to be added as an outcome of the EU Safety Risk Management process and one of the mitigating actions to safety issue SI-9001 'Inadequate management of repetitive defects'. This GM addresses the management of repetitive defects by CAMOs and maintenance organisations in conjunction with operators, including proper identification, troubleshooting, coordination, and rectification of such defects.*

AMC1 M.A.501(a)(1) Classification and installation

EASA FORM 1 OR EQUIVALENT

[…]

(b) Any item in storage without an EASA Form 1 or equivalent cannot be installed on aircraft registered in a Member State unless an EASA Form 1 is issued for such item by an appropriately approved maintenance organisation in accordance with ~~AMC M.A.613(a) or~~ AMC1 CAO.A.070(a) or AMC2 145.A.50(d).

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM2 M.A.501(b) Classification and installation

INSTALLATION OF COMPONENTS

[…]

This check should ensure that the part number, modification status, limitations, etc. of the component, standard part or material are the ones specified in the applicable maintenance data of the particular aircraft or component where the component, standard part or material is going to be installed. When the installation is performed outside a maintenance organisation, that is by the

persons referred to in M.A.801(b)(1), M.A.801(b)(2), or M.A.801(c), then these persons are responsible to perform this check before installation. When the installation is performed by ~~a Part-M Subpart F organisation or~~ an organisation approved in accordance with Part CAO, then the organisation has to establish procedures to ensure that this check is performed before installation.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

M.A.502 Component maintenance

(a) The maintenance of components other than the components referred to in points (b)(2) to (b)(6) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 or, as applicable, points (b)(2) to (b)(6) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall be performed by maintenance organisations approved in accordance ~~with Subpart F of this Annex or~~ with Annex II (Part-145) or Annex Vd (Part-CAO) to this Regulation, as applicable.

(b) By way of derogation from point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft maintenance organisation approved in accordance ~~with Subpart F of this Annex or~~ with Annex II (Part-145) or with Annex Vd (Part-CAO) or by the certifying staff referred to in point (b)(1) of point M.A.801 of this Annex. Such maintenance shall be performed in accordance with the aircraft maintenance data or in accordance with the component maintenance data if agreed by the competent authority. Such aircraft maintenance organisation or the certifying staff may temporarily remove the component for maintenance where it becomes necessary to improve access to the component, except where additional maintenance is required due to the removal. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft maintenance release requirements provided for in point M.A.801 of this Annex.

(c) By way of derogation from point (a), where a component is fitted to the engine or the auxiliary power unit (APU), the maintenance of such component may be performed by an engine maintenance organisation approved in accordance ~~with Subpart F of this Annex, or~~ with Annex II (Part-145) or Annex Vd (Part-CAO). Such maintenance shall be performed in accordance with the engine or the APU maintenance data or in accordance with the component maintenance data if agreed by the competent authority. Such engine maintenance organisation may temporarily remove the component for maintenance if this is necessary to improve access to the component, except where additional maintenance is required due to the removal.

(d) The maintenance of components referred to in point (b)(2) of point 21.A.307 of Annex I (Part 21) to Regulation (EU) No 748/2012 or in point (b)(2) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, where the component is fitted to the aircraft or is temporarily removed to improve access, shall be performed by an aircraft maintenance organisation approved in accordance ~~with Subpart F of this Annex or~~ with Annex II (Part-145) or Annex Vd (Part-CAO) to this Regulation, as applicable, by the certifying staff referred to in point (b)(1) of point M.A.801 of this Annex or by the pilot-owner referred to in point (b)(2) of point M.A.801 of this Annex. Component maintenance performed in accordance with this point shall

not be eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft maintenance release requirements provided for in point M.A.801 of this Annex.

[…]

Rationale:

- *Points (b) and (d) are proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.A.502(b) and (c) Component maintenance

M.A.502(b) and (c) allow the performance of certain component maintenance, in accordance with component maintenance data, to maintenance organisations not holding the corresponding B/C rating and to independent certifying staff, subject to the agreement of:

– The authority responsible for the oversight of the maintenance organisation (refer ~~to M.1, paragraph 2 for M.A. Subpart F maintenance organisations, or~~ to 145.1 for Part-145 maintenance organisations~~,~~ or to CAO.1 for Part-CAO maintenance organisations) or,

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~M.A.601 Scope~~

~~This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft other than complex motor powered aircraft and components to be installed therein not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008.~~

~~M.A.602 Application~~

~~An application for issue or change of a maintenance organisation approval shall be made on a form and in a manner established by the competent authority.~~

AMC M.A.602 Application

An application should be made on an EASA Form 2 (Appendix IX to AMC M.A.602 and AMC M.A.702) or equivalent acceptable to the competent authority.

The EASA Form 2 is valid for the application for M.A. Subpart F (refer to Article 4(2)), Part-145, M.A. Subpart G (refer to Article 4(2)), Part-CAMO and Part-CAO organisations. Organisations applying for several approvals may do so by using a single EASA Form 2.

M.A.603 Extent of approval

(a) An organisation involved in activities subject to this Subpart shall not exercise its activities unless approved by the competent authority. To that aim, the competent authority shall use the template set out in Appendix V.

(b) The scope of work subject to approval shall be specified in the maintenance organisation manual in accordance with point M.A.604. Classes and ratings to be used for the approval of maintenance organisations are set out in Appendix IV of this Part.

(c) An approved maintenance organisation may fabricate, in conformity with maintenance data, a restricted range of parts for the use in the course of undergoing work within its own facilities, as identified in the maintenance organisation manual.

AMC M.A.603(a) Extent of Approval

The following table identifies the ATA Specification 2200 chapter for the category C component rating. If the maintenance manual (or equivalent document) does not follow the ATA Chapters, the corresponding subjects still apply to the applicable C rating.

CLASS	RATING	ATA CHAPTERS
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	21
	C2 Auto Flight	22
	C3 Comms and Nav	23 - 34
	C4 Doors - Hatches	52
	C5 Electrical Power & Lights	24 – 33 – 85
	C6 Equipment	25 - 38 - 44 - 45 - 50
	C7 Engine – APU	49 - 71 - 72 - 73 - 74 - 75 - 76 - 77 - 78 - 79 - 80 - 81 - 82 - 83
	C8 Flight Controls	27 - 55 - 57.40 - 57.50 - 57.60 - 57.70
	C9 Fuel	28 - 47
	C10 Helicopters - Rotors	62 - 64 - 66 - 67
	C11 Helicopter - Trans	63 - 65
	C12 Hydraulic Power	29
	C13 Indicating/Recording Systems	31 - 42 - 46
	C14 Landing Gear	32
	C15 Oxygen	35
	C16 Propellers	61

	C17 Pneumatic & Vacuum	36 - 37
	C18 Protection ice/rain/fire	26 - 30
	C19 Windows	56
	C20 Structural	53 - 54 - 57.10 - 57.20 - 57.30
	C21 Water Ballast	41
	C22 Propulsion Augmentation	84

AMC M.A.603(c) Extent of approval

1. The agreement by the competent authority for the fabrication of parts by the approved maintenance organisation should be formalised through the approval of a detailed procedure in the maintenance organisation manual. This AMC contains principles and conditions to be taken into account for the preparation of an acceptable procedure.

2. Fabrication, inspection, assembly and test should be clearly within the technical and procedural capability of the approved maintenance organisation.

3. The approved data necessary to fabricate the part are those approved either by the Agency, the TC holder, Part-21 design organisation approval holder, or STC holder.

4. Items fabricated by an approved maintenance organisation may only be used by that organisation in the course of overhaul, maintenance, modifications, or repair of aircraft or components undergoing work within its own facility. The permission to fabricate does not constitute approval for manufacture, or to supply externally and the parts do not qualify for certification on EASA Form 1. This also applies to the bulk transfer or surplus inventory, in that locally fabricated parts are physically segregated and excluded from any delivery certification.

5. Fabrication of parts, modification kits etc. for onward supply and/or sale may not be conducted under a M.A. Subpart F approval.

6. The data specified in paragraph 3 may include repair procedures involving the fabrication of parts. Where the data on such parts is sufficient to facilitate fabrication, the parts may be fabricated by an approved maintenance organisation. Care should be taken to ensure that the data include details of part numbering, dimensions, materials, processes, and any special manufacturing techniques, special raw material specification or/and incoming inspection requirement and that the approved organisation has the necessary capability. That capability should be defined by way of maintenance organisation manual content. Where special processes or inspection procedures are defined in the approved data which are not available at the approved maintenance organisation, that organisation cannot fabricate the part unless the TC/STC holder gives an approved alternative.

7. Examples of fabrication under the scope of an M.A. Subpart F approval can include but are not limited to the following:

   (a) fabrication of bushes, sleeves and shims,

   (b) fabrication of secondary structural elements and skin panels,

   (c) fabrication of control cables,

   (d) fabrication of flexible and rigid pipes,

(e) fabrication of electrical cable looms and assemblies,

(f) formed or machined sheet metal panels for repairs.

Note: It is not acceptable to fabricate any item to pattern unless an engineering drawing of the item is produced which includes any necessary fabrication processes and which is accepted to the competent authority.

8. Where a TC holder or an approved production organisation is prepared to make available complete data which is not referred to in aircraft manuals or service bulletins but provides manufacturing drawings for items specified in parts lists, the fabrication of these items is not considered to be within the scope of an M.A. Subpart F approval unless agreed otherwise by the competent authority in accordance with a procedure specified in the maintenance organisation manual.

9. Inspection and Identification.

Any locally fabricated part should be subject to an inspection stage before, separately, and preferably independently from, any inspection of its installation. The inspection should establish full compliance with the relevant manufacturing data, and the part should be unambiguously identified as fit for use by stating conformity to the approved data. Adequate records should be maintained of all such fabrication processes including heat treatment and the final inspections. All parts, excepting those with inadequate space, should carry a part number which clearly relates it to the manufacturing/inspection data. Additional to the part number the approved maintenance organisation's identity should be marked on the part for traceability purposes.

M.A.604 Maintenance organisation manual

(a) The maintenance organisation shall provide a manual containing at least the following information:

1. a statement signed by the accountable manager appointed in accordance with point M.A.606, point (a) which confirms that the organisation will at all times carry out its activities in accordance with the requirements of this Annex (Part-M) or Annex Vb (Part-ML), as applicable, and with the manual;

2. the organisation's scope of work, and;

3. the title(s) and name(s) of person(s) referred to in point M.A.606(b), and;

4. an organisation chart showing associated chains of responsibility between the person(s) referred to in point M.A.606(b), and;

5. a list of certifying staff and, if applicable, airworthiness review staff, with their scope of approval, and;

6. a list of locations where maintenance is carried out, together with a general description of the facilities, and;

7. procedures specifying how the maintenance organisation ensures compliance with this Part, and;

8. the maintenance organisation manual amendment procedure(s).

(b) The maintenance organisation manual and its amendments shall be approved by the competent authority.

(c) Notwithstanding point (b) minor amendments to the manual may be approved through a procedure (hereinafter called indirect approval).

AMC M.A.604 Maintenance organisation manual

1. Appendix IV to this AMC provides an outline of the format of an acceptable maintenance organisation manual for a small organisation with less than 10 maintenance staff.

2. The maintenance organisation exposition as specified in Part-145 provides an outline of the format of an acceptable maintenance organisation manual for larger organisations with more than 10 maintenance staff, dependent upon the complexity of the organisation.

M.A.605 Facilities

The organisation shall ensure that:

(a) Facilities are provided for all planned work, specialised workshops and bays are segregated as appropriate, to ensure protection from contamination and the environment.

(b) Office accommodation is provided for the management of all planned work including in particular, the completion of maintenance records.

(c) Secure storage facilities are provided for components, equipment, tools and material. Storage conditions shall ensure segregation of unserviceable components and material from all other components, material, equipment and tools. Storage conditions shall be in accordance with the manufacturers' instructions and access shall be restricted to authorised personnel.

AMC M.A.605(a) Facilities

1. Where a hangar is not owned by the M.A. Subpart F organisation, it may be necessary to establish proof of tenancy. In addition, sufficiency of hangar space to carry out planned maintenance should be demonstrated by the preparation of a projected aircraft hangar visit plan relative to the aircraft maintenance programme. The aircraft hangar visit plan should be updated on a regular basis.

   For balloons and airships, a hangar may not be required where maintenance of the envelope and bottom end equipment can more appropriately be performed outside, providing all necessary maintenance can be accomplished in accordance with M.A.402 or ML.A.402. For complex repairs or component maintenance requiring an EASA Form 1, suitable approved workshops should be provided. The facilities and environmental conditions required for inspection and maintenance should be defined in the Maintenance Organisation Manual.

   Depending on the scope of work of the maintenance organisation, it may not be necessary to have a hangar available. For example, an organisation maintaining ELA2 aircraft (when not

performing major repairs) may perform the work in alternative suitable facilities (and possibly at remote locations) as agreed by the competent authority.

2. Protection from the weather elements relates to the normal prevailing local weather elements that are expected throughout any twelve-month period. Aircraft hangar and aircraft component workshop structures should be to a standard that prevents the ingress of rain, hail, ice, snow, wind and dust etc. Aircraft hangar and aircraft component workshop floors should be sealed to minimise dust generation.

3. Aircraft maintenance staff should be provided with an area where they may study maintenance instructions and complete continuing airworthiness records in a proper manner.

4. **Special case for ELA2 aircraft**

For ELA2 aircraft, it is acceptable not to have access to a hangar or dedicated workshops. Depending on the scope of work, other facilities are acceptable as long as protection is ensured from inclement weather and contamination. This may include, for example, working in the field or in non-aviation premises (closed or not).

These facilities do not need to be individually approved by the competent authority as long as the maintenance organisation manual describes for each type of facility the scope of work, the tooling and equipment available, and the permitted environmental conditions (weather, contamination).

The organisation should include, as part of the periodic internal organisational review, a sampling of the compliance with these conditions during certain maintenance events.

AMC M.A.605(b) Facilities

It is acceptable to combine any or all of the office accommodation requirements into one office subject to the staff having sufficient room to carry out assigned tasks.

AMC M.A.605(c) Facilities

1. Storage facilities for serviceable aircraft components should be clean, well-ventilated and maintained at an even dry temperature to minimise the effects of condensation. Manufacturer's storage recommendations should be followed for those aircraft components identified in such published recommendations.

2. Adequate storage racks should be provided and strong enough to hold aircraft components and provide sufficient support for large aircraft components such that the component is not damaged during storage.

3. All aircraft components, wherever practicable, should remain packaged in their protective material to minimise damage and corrosion during storage. A shelf life control system should be utilised and identity tags used to identify components.

4. Segregation means storing unserviceable components in a separate secured location from serviceable components.

5. Segregation and management of any unserviceable component should be ensured according to the pertinent procedure approved to that organisation.

6. Procedures should be defined by the organisation describing the decision process for the status of unserviceable components. This procedure should identify at least the following:

   – role and responsibilities of the persons managing the decision process;

   – description of the decision process to choose between maintaining, storing or mutilating a component;

   – traceability of decision.

7. Once unserviceable components or materials have been identified as unsalvageable in accordance with M.A.501(a)(3) or ML.A.504(c), the organisation should establish secure areas in which to segregate such items and to prevent unauthorised access. Unsalvageable components should be managed through a procedure to ensure that these components receive the appropriate final disposal according to M.A.504(b) or ML.A.504(d) or (e). The person responsible for the implementation of this procedure should be identified.

M.A.606 Personnel requirements

(a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all maintenance required by the customer can be financed and carried out to the standard required by this Part.

(b) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager.

(c) All point (b) persons shall be able to show relevant knowledge, background and appropriate experience related to aircraft and/or component maintenance.

(d) The organisation shall have appropriate staff for the normal expected contracted work. The use of temporarily sub-contracted staff is permitted in the case of higher than normally expected contracted work and only for personnel not issuing a certificate of release to service.

(e) The qualification of all personnel involved in maintenance and airworthiness reviews shall be demonstrated and recorded.

(f) Personnel who carry out specialised tasks such as welding, non-destructive testing/inspection other than colour contrast shall be qualified in accordance with an officially recognised standard.

(g) The maintenance organisation shall have sufficient certifying staff to issue certificates of release to service for aircraft and components provided for in points M.A.612 and M.A.613. The staff shall comply with the following requirements:

   1. Annex III (Part-66) in the case of aircraft;

   2. Article 5(6) of this Regulation in the case of components.

(h) By derogation from point (g), the organisation may use certifying staff qualified in accordance with the following provisions when providing maintenance support to operators involved in

commercial operations, subject to appropriate procedures to be approved as part of the organisation's manual:

1. For a repetitive pre-flight airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the organisation may issue a limited certifying staff authorisation to the aircraft commander on the basis of the flight crew licence held, provided that the organisation ensures that sufficient practical training has been carried out to ensure that such person can accomplish the airworthiness directive to the required standard;

2. In the case of aircraft operating away from a supported location the organisation may issue a limited certifying staff authorisation to the aircraft commander on the basis of the flight crew licence, provided that the organisation ensures that sufficient practical training has been carried out to ensure that such person can accomplish the task to the required standard.

(i) If the organisation performs airworthiness reviews and issues the corresponding airworthiness review certificate for ELA1 aircraft not involved in commercial operations in accordance with point ML.A.903 of Annex Vb (Part-ML), it shall have airworthiness review staff qualified and authorised meeting all of the following requirements:

1. shall hold a certifying staff authorisation for the corresponding aircraft;

2. shall have at least three years of experience as certifying staff;

3. shall be independent from the continuing airworthiness management process of the aircraft being reviewed or shall have overall authority on the continuing airworthiness management process of the complete aircraft being reviewed;

4. shall have acquired knowledge of Subpart C of this Annex (Part-M) or Subpart C of Annex Vb (Part-ML);

5. shall have acquired proven knowledge of the procedures of the maintenance organisation relevant to the airworthiness review and issue of the airworthiness review certificate;

6. shall have been formally accepted by the competent authority after having performed 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;

7. shall have performed at least one airworthiness review in the last twelve-month period.

AMC M.A.606(a) Personnel requirements

With regard to the accountable manager, it is normally intended to mean the chief executive officer of the maintenance organisation approved under M.A. Subpart F, who by virtue of position has overall (including in particular financial) responsibility for running the organisation. The accountable manager may be the accountable manager for more than one organisation and is not required to be necessarily knowledgeable on technical matters. When the accountable manager is not the chief executive officer, the competent authority will need to be assured that such an accountable manager has direct access to chief executive officer and has a sufficiency of maintenance funding allocation.

~~AMC M.A.606(b) Personnel requirements~~

~~1. Dependent upon the size of the organisation, the functions may be subdivided under individual managers or combined in any number of ways.~~

~~2. The maintenance organisation should have, dependent upon the extent of approval, an aircraft maintenance manager, a workshop manager all of whom should report to the accountable manager. In small maintenance organisations any manager may also be the accountable manager, and may also be the aircraft maintenance manager or the workshop manager.~~

~~3. The aircraft maintenance manager is responsible for ensuring that all maintenance required to be carried out, plus any defect rectification carried out during aircraft maintenance, is carried out to the design and quality standards specified in this Part. The aircraft maintenance manager is also responsible for any corrective action resulting from the M.A.616 organisational review.~~

~~4. The workshop manager is responsible for ensuring that all work on aircraft components is carried out to the standards specified in this Part and also responsible for any corrective action resulting from the M.A.616 organisational review.~~

~~5. Notwithstanding the example sub-paragraphs 2 - 4 titles, the organisation may adopt any title for the foregoing managerial positions but should identify to the competent authority the titles and persons chosen to carry out these functions.~~

~~AMC M.A.606(c) Personnel requirements~~

~~1. All nominated persons should, in the normal way, be expected to satisfy the competent authority that they possess the appropriate experience and qualifications which are listed in paragraphs 2.1 to 2.5 below.~~

~~2. All nominated persons should have:~~

~~2.1. practical experience and expertise in the application of aviation safety standards and safe maintenance practices;~~

~~2.2. comprehensive knowledge of:~~

~~(a) Part-M and Part-ML, as applicable, and any associated requirements and procedures;~~

~~(b) the maintenance organisation manual;~~

~~2.3. five years aviation experience of which at least three years should be practical maintenance experience;~~

~~2.4. knowledge of the relevant type(s) of aircraft or components maintained. This knowledge may be demonstrated by documented evidence or by an assessment performed by the competent authority. This assessment should be recorded.~~

~~Training courses should be as a minimum at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation, and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.~~

~~2.5. knowledge of maintenance standards.~~

~~AMC M.A.606(d) Personnel requirements~~

~~1. All staff are subjected to compliance with the organisation's procedures specified in the maintenance organisation manual relevant to their duties.~~

~~2. To have sufficient staff means that the approved maintenance organisation employs or contracts staff directly, even on a volunteer basis, for the anticipated maintenance workload.~~

~~3. Temporarily sub-contracted means the person is employed by another organisation and contracted by that organisation to the approved maintenance organisation.~~

~~AMC M.A.606(e) Personnel requirements~~

~~1. Personnel involved in maintenance should be assessed for competence by 'on the job' evaluation and/or by examination relevant to their particular job role within the organisation before unsupervised work is permitted.~~

~~2. Adequate initial and recurrent training should be provided and recorded to ensure continued competence.~~

~~AMC M.A.606(f) Personnel requirements~~

~~1. Non-destructive testing means such testing specified by the type certificate holder of the aircraft, engine or propeller in the M.A.401(b) or ML.A.401(b) maintenance data for in service aircraft/aircraft components for the purpose of determining the continued fitness of the product to operate safely.~~

~~2. Appropriately qualified means to level 1, 2 or 3 as defined by European Standard EN 4179 dependent upon the non-destructive testing function to be carried out.~~

~~3. Notwithstanding the fact that level 3 personnel may be qualified via EN 4179 to establish and authorise methods, techniques, etc., this does not permit such personnel to deviate from methods and techniques published in the maintenance data, unless the maintenance data expressly permits such deviation.~~

~~4. Notwithstanding the general references in EN 4179 to a national aerospace NDT board, all examinations should be conducted by personnel or organisations under the general control of such a board. In the absence of a national aerospace NDT board, examinations should be conducted by personnel or organisations under the general control of the NDT board of a Member State designated by the competent authority.~~

~~5. Particular non-destructive test means any one or more of the following: dye penetrant, magnetic particle, eddy current, ultrasonic and radiographic methods including X-ray and gamma ray.~~

~~6. In addition it should be noted that new methods are and will be developed, such as, but not limited to thermography and shearography, which are not specifically addressed by EN 4179. Until such time as an agreed standard is established such methods should be carried out in~~

accordance with the particular equipment manufacturers' recommendations including any training and examination process to ensure competence of the personnel with the process.

7. Any approved maintenance organisation that carries out continued airworthiness non-destructive testing should establish qualification procedures for non-destructive testing.

8. Boroscoping and other techniques such as delamination coin tapping are non-destructive inspections rather than non-destructive testing. Notwithstanding such differentiation, approved maintenance organisation should establish a procedure to ensure that personnel who carry out and interpret such inspections are properly trained and assessed for their competence with the process. Non-destructive inspections, not being considered as non-destructive testing by M.A. Subpart F are not listed in Appendix IV to Part-M under class rating D1.

9. The referenced standards, methods, training and procedures should be specified in the maintenance organisation manual.

10. Any such personnel who intend to carry out and/or control a non-destructive test for which they were not qualified prior to the effective date of Part-M should qualify for such non-destructive test in accordance with EN 4179.

In this context officially recognised standard means those standards established or published by an official body whether having legal personality or not, which are widely recognised by the air transport sector as constituting good practice.

AMC M.A.606(h)(2) Personnel requirements

1. For the issue of a limited certification authorisation the commander should hold either a valid air transport pilot license (ATPL), or commercial pilots license (CPL). In addition, the limited certification authorisation is subject to the maintenance organisation manual containing procedures to address the following:

   (a) Completion of adequate airworthiness regulation training.

   (b) Completion of adequate task training for the specific task on the aircraft. The task training should be of sufficient duration to ensure that the individual has a thorough understanding of the task to be completed and should involve training in the use of associated maintenance data.

   (c) Completion of the procedural training.

   The above procedures should be specified in the maintenance organisation manual and be accepted by the competent authority.

2. Typical tasks that may be certified and/or carried out by the commander holding an ATPL or CPL are minor maintenance or simple checks included in the following list:

   (a) Replacement of internal lights, filaments and flash tubes.

   (b) Closing of cowlings and refitment of quick access inspection panels.

   (c) Role changes, e.g., stretcher fit, dual controls, FLIR, doors, photographic equipment etc.

(d) Inspection for and removal of de-icing/anti-icing fluid residues, including removal/closure of panels, cowls or covers that are easily accessible but not requiring the use of special tools.

(e) Any check/replacement involving simple techniques consistent with this AMC and as agreed by the competent authority.

3. The authorisation should have a finite life of twelve months subject to satisfactory recurrent training on the applicable aircraft type.

M.A.607 Certifying staff and airworthiness review staff

(a) In addition to point M.A.606(g), certifying staff can only exercise their privileges, if the organisation has ensured:

1. that certifying staff can demonstrate that they meet the requirements of point (b) of point 66.A.20 of Annex III (Part-66) or, where that Annex so requires, the requirements of the law of the Member State;

2. that certifying staff have an adequate understanding of the relevant aircraft and/or aircraft component(s) to be maintained together with the associated organisation procedures.

(b) In the following unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff is available, the maintenance organisation contracted to provide maintenance support may issue a one-off certification authorisation:

1. to one of its employees holding type qualifications on aircraft of similar technology, construction and systems; or

2. to any person with not less than three years maintenance experience and holding a valid ICAO aircraft maintenance licence rated for the aircraft type requiring certification provided there is no organisation appropriately approved under this Part at that location and the contracted organisation obtains and holds on file evidence of the experience and the licence of that person.

All such cases must be reported to the competent authority within seven days after issuing such certification authorisation. The approved maintenance organisation issuing the one-off certification authorisation shall ensure that any such maintenance that could affect flight safety is re-checked.

(c) The approved maintenance organisation shall record all details concerning certifying staff and airworthiness review staff and maintain a current list of all certifying staff and airworthiness review staff together with their scope of approval as part of the organisation's manual pursuant to point M.A.604(a)5.

AMC M.A.607 Certifying staff and airworthiness review staff

1. Adequate understanding of the relevant aircraft and/or aircraft component(s) to be maintained together with the associated organisation procedures means that the person has received training and has relevant maintenance experience on the product type and associated

organisation procedures such that the person understands how the product functions, what are the more common defects with associated consequences.

2. All prospective certifying staff are required to be assessed for competence, qualification and capability related to intended certifying duties. Competence and capability can be assessed by having the person work under the supervision of another certifying person for sufficient time to arrive at a conclusion. Sufficient time could be as little as a few weeks if the person is fully exposed to relevant work. The person need not be assessed against the complete spectrum of intended duties. When the person has been recruited from another approved maintenance organisation and was a certifying person in that organisation then it is reasonable to accept a written confirmation from the previous organisation.

3. The organisation should hold copies of all documents that attest to qualification, and to recent experience.

AMC M.A.607(c) Certifying staff and airworthiness review staff

1. The following minimum information as applicable should be kept on record in respect of each certifying person:

(a) name;

(b) date of birth;

(c) basic training;

(d) type training;

(e) recurrent training;

(f) specialised training;

(g) experience;

(h) qualifications relevant to the approval;

(i) scope of the authorisation and personal authorisation reference;

(j) date of first issue of the authorisation;

(k) if appropriate - expiry date of the authorisation.

2. The following minimum information, as applicable, should be kept on record in respect of each airworthiness review person:

(a) name;

(b) date of birth;

(c) certifying staff authorisation;

(d) experience as certifying staff on ELA1 aircraft;

(e) qualifications relevant to the approval (knowledge of relevant parts of Part-ML and knowledge of the relevant airworthiness review procedures);

(f) scope of the airworthiness review authorisation and personal authorisation reference;

(g) date of the first issue of the airworthiness review authorisation; and

(h) if appropriate, expiry date of the airworthiness review authorisation.

3. Persons authorised to access the system should be maintained at a minimum to ensure that records cannot be altered in an unauthorised manner or that such confidential records become accessible to unauthorised persons.

4. The competent authority should be granted access to the records upon request.

M.A.608 Components, equipment and tools

(a) The organisation shall:

1. hold the equipment and tools specified in the maintenance data described in point M.A.609 or verified equivalents as listed in the maintenance organisation manual as necessary for day-to-day maintenance within the scope of the approval; and,

2. demonstrate that it has access to all other equipment and tools used only on an occasional basis.

(b) Tools and equipment shall be controlled and calibrated to an officially recognised standard. Records of such calibrations and the standard used shall be kept by the organisation.

(c) The organisation shall inspect, classify and appropriately segregate all incoming components, standard parts and materials.

AMC M.A.608(a) Components, equipment and tools

1. Once the applicant for M.A. Subpart F approval has determined the intended scope of approval for consideration by the competent authority, it will be necessary to show that all tools and equipment as specified in the maintenance data can be made available when needed.

2. All such tools should be clearly identified and listed in a control register including any personal tools and equipment that the organisation agrees can be used.

3. For tools required on an occasional basis, the organisation should ensure that they are controlled in terms of servicing or calibration as required.

AMC M.A.608(b) Components, equipment and tools

1. The control of these tools and equipment requires that the organisation has a procedure to inspect/service and, where appropriate, calibrate such items on a regular basis and indicate to users that the item is within any inspection or service or calibration time limit. A clear system of labelling all tooling, equipment and test equipment is therefore necessary giving information on when the next inspection or service or calibration is due and if the item is unserviceable for any other reason where it may not be obvious. A register should be maintained for all the organisation's precision tooling and equipment together with a record of calibrations and standards used.

2. Inspection, service or calibration on a regular basis should be in accordance with the equipment manufacturers' instructions except where the M.A. Subpart F organisation can show by results that a different time period is appropriate in a particular case.

3. In this context officially recognised standard means those standards established or published by an official body whether having legal personality or not, which are widely recognised by the air transport sector as constituting good practice.

M.A.609 Maintenance data

The approved maintenance organisation shall hold and use applicable current maintenance data specified in point M.A.401 of this Annex or in point ML.A.401 of Annex Vb (Part-ML), as applicable, in the performance of maintenance, including modifications and repairs. However, in the case of customer-provided maintenance data, the organisation shall only hold and use such data when the maintenance work is in progress.

AMC M.A.609 Maintenance Data

When an organisation uses customer provided maintenance data, the scope of approval indicated in the maintenance organisation manual should be limited to the individual aircraft covered by the contracts signed with those customers unless the organisation also holds its own complete set of maintenance data for that type of aircraft.

M.A.610 Maintenance work orders

Before the commencement of maintenance a written work order shall be agreed between the organisation and the organisation requesting maintenance to clearly establish the maintenance to be carried out.

AMC M.A.610 Maintenance work orders

'A written work order' may take the form of, but not limited to, the following:

- A formal document or form specifying the work to be carried out. This form may be provided by the continuing airworthiness management organisation managing the aircraft, or by the maintenance organisation undertaking the work, or by the owner/operator himself;
- An entry in the aircraft log book specifying the defect that needs to be corrected.

M.A.611 Maintenance standards

All maintenance shall be carried out in accordance with the requirements of Subpart D, Section A of this Annex or with the requirements of Subpart D, Section A of Annex Vb (Part-ML), as set out in Article 3 paragraph 1.

M.A.612 Aircraft certificate of release to service

Upon completion of all required aircraft maintenance in accordance with this Subpart, an aircraft CRS shall be issued in accordance with point M.A.801 of this Annex or point ML.A.801 of Annex Vb (Part-ML), as set out in Article 3 paragraph 1.

M.A.613 Component certificate of release to service

(a) Upon completion of all required component maintenance in accordance with this Subpart, a component CRS shall be issued in accordance with point M.A.802 of this Annex or with point ML.A.802 of Annex Vb (Part-ML), as applicable. An EASA Form 1 shall be issued, except for those components maintained in accordance with points (b) or (d) of point M.A.502, for components fabricated in accordance with point (c) of point M.A.603 of this Annex and for components in respect of which point ML.A.502 of Annex Vb (Part-ML) provides otherwise.

(b) The component CRS document, EASA Form 1, may be generated from a computer system.

AMC M.A.613(a) Component certificate of release to service

1. An aircraft component which has been maintained off the aircraft requires the issuance of a CRS for such maintenance and another CRS in regard to being installed properly on the aircraft when such action occurs. When an organisation maintains a component for use by the same organisation, an EASA Form 1 may not be necessary depending upon the organisation's internal release procedures defined in the maintenance organisation exposition.

2. In the case of components in storage prior to Part-145, Part-M and Part-21 and not released on an EASA Form 1 or equivalent in accordance with M.A.501(a) or removed serviceable from a serviceable aircraft which have been withdrawn from service, this paragraph provides additional guidance regarding the conditions under which an EASA Form 1 may be issued.

2.1. An EASA Form 1 may be issued for an aircraft component which has been:

- Maintained before Part-145, or Part-M became effective or manufactured before Part-21 became effective.
- Used on an aircraft and removed in a serviceable condition. Examples include leased and loaned aircraft components.
- Removed from aircraft which have been withdrawn from service, or from aircraft which have been involved in abnormal occurrences such as accidents, incidents, heavy landings or lightning strikes.
- Components maintained by an unapproved organisation.

2.2. An appropriately rated M.A. Subpart F maintenance organisation may issue an EASA Form 1 as detailed in this AMC subparagraph 2.5 to 2.9, as appropriate, in accordance with the procedures detailed in the manual as approved by the competent authority. The appropriately rated M.A. Subpart F maintenance organisation is responsible for ensuring that all reasonable measures have been taken to ensure that only approved and serviceable aircraft components are issued an EASA Form 1 under this paragraph.

~~2.3. For the purposes of this paragraph 2 only, 'appropriately rated' means an organisation with an approval class rating for the type of component or for the product in which it may be installed.~~

~~2.4. An EASA Form 1 issued in accordance with this paragraph 2 should be issued by signing in block 14b and stating 'Inspected/Tested' in block 11. In addition, block 12 should specify:~~

~~2.4.1. when the last maintenance was carried out and by whom;~~

~~2.4.2. if the component is unused, when the component was manufactured and by whom with a cross-reference to any original documentation which should be included with the Form;~~

~~2.4.3. a list of all ADs, repairs and modifications known to have been incorporated. If no ADs or repairs or modifications are known to be incorporated then this should be so stated;~~

~~2.4.4. detail of life used for life-limited parts and time-controlled components being any combination of fatigue, overhaul or storage life;~~

~~2.4.5. for any aircraft component having its own maintenance history record, reference to the particular maintenance history record as long as the record contains the details that would otherwise be required in block 12. The maintenance history record and acceptance test report or statement, if applicable, should be attached to the EASA Form 1.~~

~~2.5. New/unused aircraft components~~

~~2.5.1. Any unused aircraft component in storage without an EASA Form 1 up to the effective date(s) for Part-21 that was manufactured by an organisation acceptable to the competent authority at the time may be issued an EASA Form 1 by an appropriately rated maintenance organisation approved under M.A. Subpart F. The EASA Form 1 should be issued in accordance with the following subparagraphs which should be included in a procedure within the maintenance organisation manual.~~

~~Note 1: It should be understood that the release of a stored but unused aircraft component in accordance with this paragraph represents a maintenance release under M.A. Subpart F and not a production release under Part-21. It is not intended to bypass the production release procedure agreed by the Member State for parts and subassemblies intended for fitment on the manufacturers own production line.~~

~~(a) An acceptance test report or statement should be available for all used and unused aircraft components that are subject to acceptance testing after manufacturing or maintenance as appropriate.~~

~~(b) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition, or in the absence of specific storage instructions, the aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.~~

(c) The storage life used of any storage life-limited parts should be established.

2.5.2. If it is not possible to establish satisfactory compliance with all applicable conditions specified in subparagraph 2.5.1 (a) to (c) inclusive, the aircraft component should be disassembled by an appropriately rated organisation and subjected to a check for incorporated ADs, repairs and modifications and inspected/tested in accordance with the maintenance data to establish satisfactory condition and, if relevant, all seals, lubricants and life-limited parts replaced. Upon satisfactory completion after reassembly, an EASA Form 1 may be issued stating what was carried out and the reference to the maintenance data included.

2.6. Used aircraft components removed from a serviceable aircraft.

2.6.1. Serviceable aircraft components removed from a Member State registered aircraft may be issued an EASA Form 1 by an appropriately rated organisation subject to compliance with this subparagraph.

(a) The organisation should ensure that the component was removed from the aircraft by an appropriately qualified person.

(b) The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component or related system.

(c) The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional maintenance data.

(d) The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may an EASA Form 1 be issued in accordance with this paragraph 2.6 if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could affect its operation.

(e) A maintenance history record should be available for all used serialised aircraft components.

(f) Compliance with known modifications and repairs should be established.

(g) The flight hours/cycles/landings as applicable of any life-limited parts and time-controlled components including time since overhaul should be established.

(h) Compliance with known applicable airworthiness directives should be established.

(i) Subject to satisfactory compliance with this subparagraph 2.6.1, an EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.6.2. Serviceable aircraft components removed from a non-Member State registered aircraft may only be issued an EASA Form 1 if the components are leased or loaned from the maintenance organisation approved under M.A. Subpart F who retains control of the airworthiness status of the components. An EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.7. Used aircraft components removed from an aircraft withdrawn from service. Serviceable aircraft components removed from a Member State registered aircraft withdrawn from service may be issued an EASA Form 1 by a maintenance organisation approved under M.A. Subpart F subject to compliance with this subparagraph.

(a) Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organisation approved under M.A. Subpart F, employing procedures approved by the competent authority.

(b) To be eligible for installation, components removed from such aircraft may be issued with an EASA Form 1 by an appropriately rated organisation following a satisfactory assessment.

(c) As a minimum, the assessment will need to satisfy the standards set out in paragraphs 2.5 and 2.6 as appropriate. This should, where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.

(d) Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should satisfy itself that the manner in which the components were removed and stored are compatible with the standards required by M.A. Subpart F.

(e) A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by an appropriately rated organisation under the supervision of certifying staff, who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

(f) All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.

(g) Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.

(h) Suitable M.A. Subpart F facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local

environmental conditions, without the benefit of an enclosed facility subsequent disassembly (if required) and storage of the components should be in accordance with the manufacturer's recommendations.

2.8. Used aircraft components maintained by organisations not approved in accordance with M.A Subpart F, Part-145 or Part-CAO.

For used components maintained by a maintenance organisation not approved under Part-M Subpart F or Part-145, due care should be taken before acceptance of such components. In such cases an appropriately rated maintenance organisation approved under M.A. Subpart F should establish satisfactory conditions by:

(a) dismantling the component for sufficient inspection in accordance with the appropriate maintenance data,

(b) replacing of all life limited parts and time controlled components when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition,

(c) reassembling and testing as necessary the component,

(d) completing all certification requirements as specified in M.A.613.

In the case of used components maintained by an FAA Part-145 repair station (USA) or by TCCA CAR573 approved maintenance organisations (Canada) that does not hold an EASA Part-145 or M.A. Subpart F approval, the conditions (a) through (d) described above may be replaced by the following conditions:

(a) availability of an 8130-3 (FAA) or TCCA 24-0078 (TCCA) or an Authorized Release Certificate Form One (TCCA),

(b) verification of compliance with all applicable airworthiness directives,

(c) verification that the component does not contain repairs or modifications that have not been approved in accordance with Part-21,

(d) inspection for satisfactory condition including in particular damage, corrosion or leakage,

(e) issuance of an EASA Form 1 in compliance with paragraphs 2.2, 2.3 and 2.4.

These alleviated requirements are based on the fact that credit can be taken for their technical capabilities and their competent authority oversight, as attested by the following documents:

Maintenance Annex Guidance (MAG) between the FAA and EASA,

Maintenance Annex Guidance (MAG) between the EASA and TCCA.

2.9. Used aircraft components removed from an aircraft involved in an accident or incident. Such components should only be issued with an EASA Form 1 when processed in accordance with paragraph 2.7 and a specific work order including all additional necessary tests and inspections made necessary by the accident or incident. Such a work order may require input from the TC holder or original manufacturer as appropriate. This work order should be referenced in block 12.

3. A certificate should not be issued for any component when it is known that the component is unserviceable except in the case of a component undergoing a series of maintenance processes

at several approved maintenance organisations and the component needs a certificate for the previous maintenance process carried out for the next approved maintenance organisation to accept the component for subsequent maintenance processes. In such a case, a clear statement of limitation should be endorsed in block.

4. The certificate is to be used for export/import purposes, as well as for domestic purposes, and serves as an official certificate for components from the manufacturer/maintenance organisation to users. It should only be issued by organisations approved by a competent authority or the Agency as applicable within the scope of the approval.

M.A.614 Maintenance and airworthiness review records

(a) The approved maintenance organisation shall record all details of work carried out. Records necessary to prove all requirements have been met for the issue of the certificate of release to service including the subcontractor's release documents and for the issue of any airworthiness review certificate shall be retained.

(b) The approved maintenance organisation shall provide a copy of each CRS to the aircraft owner or operator, together with a copy of any detailed maintenance records associated with the work carried out and necessary to demonstrate compliance with point M.A.305 of this Annex (Part-M) or ML.A.305 of Annex Vb (Part-ML), as applicable.

(c) The approved maintenance organisation shall retain a copy of all maintenance records and any associated maintenance data for three years from the date the aircraft or aircraft component to which the work relates was released from the approved maintenance organisation. In addition, it shall retain a copy of all the records related to the issue of airworthiness review certificates for three years from the date of issue and shall provide a copy of them to the owner of the aircraft.

1. The records under this point shall be stored in a manner that ensures protection from damage, alteration, and theft.

2. All computer hardware used to ensure backup shall be stored in a different location from that containing the working data in an environment that ensures they remain in good condition.

3. Where an approved maintenance organisation terminates its operation, all retained maintenance records covering the last three years shall be distributed to the last owner or customer of the respective aircraft or component or shall be stored as specified by the competent authority.

AMC M.A.614(a) Maintenance and airworthiness review records

1. Properly executed and retained records provide owners, operators and maintenance personnel with information essential in controlling unscheduled and scheduled maintenance, and troubleshooting to eliminate the need for re-inspection and rework to establish airworthiness.

2. The prime objective is to have secure and easily retrievable records with comprehensive and legible contents. The aircraft record should contain basic details of all serialised aircraft components and all other significant aircraft components installed, to ensure traceability to

such installed aircraft component documentation, associated maintenance data and data for modifications and repairs.

3. The maintenance record can be either a paper or computer system or any combination of both. The records should remain legible throughout the required retention period.

4. Paper systems should use robust material which can withstand normal handling and filing.

5. Computer systems may be used to control maintenance and/or record details of maintenance work carried out. Computer systems used for maintenance should have at least one backup system which should be updated at least within 24 hours of any maintenance. Each terminal is required to contain programme safeguards against the ability of unauthorised personnel to alter the database.

AMC M.A.614(c) Maintenance and airworthiness review records

Associated maintenance data is specific information such as repair and modification data. This does not necessarily require the retention of all aircraft maintenance manual, component maintenance manual, parts catalogues etc. issued by the TC holder or STC holder. Maintenance records should refer to the revision status of the data used.

M.A.615 Privileges of the organisation

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

(a) maintain any aircraft and/or component for which it is approved at the locations specified in the approval certificate and the maintenance organisation manual;

(b) arrange for the performance of specialised services under the control of the maintenance organisation at another organisation appropriately qualified, as described in the maintenance organisation manual;

(c) maintain any aircraft or component for which it is approved at any location, where the need of such maintenance arises either from the unserviceability of the aircraft or from the necessity of supporting occasional maintenance and subject to compliance with the conditions specified in the maintenance organisation manual;

(d) issue certificates of release to service, upon completion of maintenance, in accordance with point M.A.612 or M.A.613 of this Annex;

(e) if specifically approved to do so for ELA1 aircraft not involved in commercial operations, perform airworthiness reviews and issue the corresponding airworthiness review certificate in accordance with the conditions specified in point ML.A.903 of Annex Vb (Part-ML).

The organisation shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data and certifying staff are available.

GM M.A.615 Privileges of the organisation

M.A.615 states that the organisation shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, maintenance data, and certifying staff are available.

This provision is intended to cover the situation where the larger organisation may temporarily not hold all the necessary tools, equipment, etc. for an aircraft type or variant specified in the organisation's approval. This paragraph means that the competent authority need not amend the approval to delete the aircraft type or variants on the basis that it is a temporary situation and there is a commitment from the organisation to re-acquire tools, equipment, etc. before maintenance on the type may recommence.

GM M.A.615(a) Privileges of the organisation

M.A.615(a) applies also to facilities which may not be individually approved by the competent authority, such as those described in AMC M.A.605(a) for ELA2 aircraft.

AMC M.A.615(b) Privileges of the organisation

M.A.615(b) refers to work carried out by another organisation which is not appropriately approved under M.A. Subpart F, Part-145 or Part-CAO to carry out such tasks.

The intent is to permit the acceptance of specialised maintenance services, such as, but not limited to, non-destructive testing, surface treatment, heat treatment, welding, fabrication of specified parts for minor repairs and modifications, etc., without the need of Subpart F approval for those tasks.

The requirement that the organisation performing the specialised services must be 'appropriately qualified' means that it should meet an officially recognised standard or, otherwise, it should be acceptable to the competent authority (through the approval of the Maintenance Organisation Manual).

'Under the control of the Subpart F organisation' means that the Subpart F organisation should investigate the capability of the subcontracted organisation (including qualifications, facilities, equipment and materials) and ensure that such organisation:

- Receives appropriate maintenance instructions and maintenance data for the task to be performed.
- Properly records the maintenance performed in the Subpart F airworthiness records.
- Notifies the Subpart F organisation for any deviation or non-conformity, which has arisen during such maintenance.

The CRS may be issued either at the subcontractors or at the organisation facility by authorised certifying staff, and always under the M.A. Subpart F organisation reference. Such staff would normally come from the M.A. Subpart F organisation but may otherwise be a person from the subcontractor who meets the M.A. Subpart F organisation certifying staff standard which itself is approved by the competent authority via the Maintenance Organisation Manual.

Subcontracted specialised services organisations should be listed in the Maintenance Organisation Manual of the Subpart F organisation together with their qualifications, and the associated control procedures.

M.A.616 Organisational review

To ensure that the approved maintenance organisation continues to meet the requirements of this Subpart, it shall organise, on a regular basis, organisational reviews.

AMC M.A.616 Organisational review

1. The primary objectives of the organisational review are to enable the approved maintenance organisation to ensure that it can deliver a safe product and that approved maintenance organisation remains in compliance with the requirements.
2. The approved maintenance organisation should identify:
   - 2.1. the person responsible for the organisational review;
   - 2.2. the frequency of the reviews;
   - 2.3. the scope and content of the reviews;
   - 2.4. the persons accomplishing the reviews;
   - 2.5. the procedure for planning, performing and processing review findings; and,
   - 2.6. the procedure for ensuring corrective actions are carried out in the appropriate time frame.
3. The organisation quality system as specified in Part-145 provides an acceptable basic structure for the organisational review system for organisations with more than 10 maintenance staff, dependent upon the complexity of the organisation.
4. Appendix VIII to AMC M.A.616 should be used to manage the organisational reviews.

M.A.617 Changes to the approved maintenance organisation

In order to enable the competent authority to determine continued compliance with this Part, the approved maintenance organisation shall notify it of any proposal to carry out any of the following changes, before such changes take place:

1. the name of the organisation;
2. the location of the organisation;
3. additional locations of the organisation;
4. the accountable manager;
5. any of the persons specified in point M.A.606(b);
6. the facilities, equipment, tools, material, procedures, work scope, certifying staff and airworthiness review staff that could affect the approval.

In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.

AMC M.A.617 Changes to the approved maintenance organisation

The competent authority should be given adequate notification of any proposed changes in order to enable the maintenance organisation to remain approved if agreed by the competent authority during negotiations about any of the specified changes. Without this paragraph the approval would automatically be suspended in all cases.

M.A.618 Continued validity of approval

(a) An approval shall remain valid until 24 March 2022, subject to:

1. the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under point M.A.619, and;
2. the competent authority being granted access to the organisation to determine continued compliance with this Part, and;
3. the approval not being surrendered or revoked;

(b) Upon surrender or revocation, the approval certificate shall be returned to the competent authority.

M.A.619 Findings

(a) A level 1 finding is any finding of significant non-compliance with the requirements of this Annex and Annex Vb (Part-ML) 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 this Annex and Annex Vb (Part-ML) which may lower the safety standard and may endanger flight safety.

(c) After receipt of notification of findings according to point M.B.605, the holder of the maintenance organisation approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.

Rationale:

- *Part-M Subpart F (M.A.6xx, M.B.6xx) is deleted as further explained in Section 2.3 of the Explanatory Note.*

M.A.701 Scope

This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the management of aircraft continuing airworthiness.

M.A.702 Application

An application for issue or change of a continuing airworthiness management organisation approval shall be made on a form and in a manner established by the competent authority.

AMC M.A.702 Application

An application should be made on an EASA Form 2 (Appendix IX to AMC M.A.602 and AMC M.A.702) or equivalent acceptable to the competent authority.

The EASA Form 2 is valid for the application for M.A. Subpart F, Part CAO, Part CAMO, Part-145 and M.A. Subpart G organisations. Organisations applying for several approvals may do so using a single EASA Form 2.

M.A.703 Extent of approval

(a) The approval is indicated on a certificate included in Appendix VI issued by the competent authority.

(b) Notwithstanding point (a), for licenced air carriers 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 deemed to constitute the approval shall be specified in the continuing airworthiness management exposition in accordance with point M.A.704.

M.A.704 Continuing airworthiness management exposition

(a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information:

1. a statement signed by the accountable manager confirming that the organisation will at all times work in accordance with this Annex (Part-M) and Annex Vb (Part-ML), as applicable;
2. the organisation's scope of work, and;
3. the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i), and;
4. an organisation chart showing associated chains of responsibility between all the person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i), and;
5. a list of the airworthiness staff referred to in point M.A.707, specifying, where applicable, the staff authorised to issue permits to fly in accordance with point M.A.711(c), and;
6. a general description and location of the facilities, and;
7. the procedures specifying how the organisation ensures compliance with this Annex (Part-M) and Annex Vb (Part-ML), as applicable, and;

8. the continuing airworthiness management exposition amendment procedures, and;

9. the list of approved aircraft maintenance programmes, or, for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the list of 'generic' and 'baseline' maintenance programmes.

(b) The continuing airworthiness management exposition and its amendments shall be approved by the competent authority.

(c) Notwithstanding point (b), minor amendments to the exposition may be approved indirectly through an indirect approval procedure. The indirect approval procedure shall define the minor amendment eligible, be established by the continuing airworthiness management organisation as part of the exposition and be approved by the competent authority responsible for that continuing airworthiness management organisation.

AMC1 M.A.704 Continuing airworthiness management exposition

1. The purpose of the continuing airworthiness management exposition is to set forth the procedures, means and methods of the CAMO. Compliance with its contents will assure compliance with Part-M and, as applicable, Part-ML requirements.

2. A continuing airworthiness management exposition should comprise:

Part 0 General organisation

Part 1 Continuing airworthiness procedures

Part 2 Quality system or organisational review (as applicable)

Part 3 Contracted maintenance — management of maintenance (liaison with maintenance organisations)

Part 4 Airworthiness review procedures (if applicable)

3. Personnel should be familiar with those parts of the continuing airworthiness management exposition that are relevant to their tasks.

4. The CAMO should specify in the exposition who is responsible for the amendment of the document. Unless otherwise agreed by the approving competent authority, the person responsible for the management of the quality system or for the organisational review should be responsible for monitoring and amending the continuing airworthiness management exposition, including associated procedure's manuals, and the submission of proposed amendments to the competent authority. The competent authority may agree to a procedure, and its agreement will be stated in the amendment control section of the continuing airworthiness management exposition defining the class of amendments, which can be incorporated without the prior consent of the competent authority ('indirect approval procedure').

5. The CAMO may use electronic data processing (EDP) for the publication of the continuing airworthiness management exposition. The continuing airworthiness management exposition should be made available to the approving competent authority in a form acceptable to the latter. Attention should be paid to the compatibility of the EDP publication systems with the

necessary dissemination, both internally and externally, of the continuing airworthiness management exposition.

6. The continuing airworthiness management exposition should contain information, as applicable, on how the CAMO complies with CDCCL instructions.

7. Appendix V to AMC1 M.A.704 contains an example of a continuing airworthiness management exposition layout.

AMC2 M.A.704 Continuing airworthiness management exposition

EXPOSITION LAYOUT FOR A CAMO HOLDING A MAINTENANCE ORGANISATION APPROVAL

1. Where a CAMO is also approved to another Part, the exposition or manual required by the other Part may form the basis of the continuing airworthiness management exposition in a combined document.

2. Example for a combined CAMO and Part-145 organisation:

Part-145 Exposition (see equivalent paragraphs in AMC 145.A.70(a))

Part 0 General organisation

Part 1 Management

Part 2 Maintenance procedures

Part L2 Additional line maintenance procedures

Part 3 Quality system and/or organisational review (as applicable)

This chapter should cover the functions specified in M.A.712 'Quality system' and 145.A.65 'Safety and quality system'.

Part 4 Contracts

This chapter should include:

the contracts of the CAMO with the owners/operators as per Appendix I to Part-M or Appendix I to Part-ML;

the CAMO procedures for the management of maintenance and liaison with maintenance organisations.

Part 5 Appendices (sample of documents)

Part 6 Continuing airworthiness management procedures

Part 7 FAA supplement (if applicable)

Part 8 TCCA supplement (if applicable)

Part 9 Airworthiness review procedures (if applicable)

3. Example for a combined CAMO and M.A. Subpart F organisation:

Part 0 General organisation

Part 1 General

Part 2 Description

Part 3 General procedures

Part 4 Working procedures

This part should contain, among other things, procedures for quality system or organisation review, as applicable.

Part 5 Appendices

Part 6 Continuing airworthiness management procedures

Part 7 Airworthiness review procedures (if applicable)

AMC M.A.704(a)(1) Continuing airworthiness management exposition

1. Part 0 'General organisation' of the continuing airworthiness management exposition should include a corporate commitment by the CAMO, signed by the accountable manager, confirming that the continuing airworthiness management exposition and any associated manuals define the organisation's compliance with Part-M and, as applicable, with Part-ML and will be complied with at all times.

2. The accountable manager's exposition statement should embrace the intent of the following paragraph, and in fact this statement may be used without amendment. Any amendment to the statement should not alter its intent:

'This exposition defines the organisation and procedures upon which the competent authority's CAMO approval is based.*

These procedures are approved by the undersigned and should be complied with, as applicable, in order to ensure that all continuing airworthiness tasks are carried out on time to an approved standard.

It is accepted that these procedures do not override the necessity of complying with any new or amended regulation published from time to time where these new or amended regulations are in conflict with these procedures.

It is understood that the competent authority will approve this organisation whilst the competent authority* is satisfied that the procedures are followed and the work standard is maintained. It is understood that the competent authority* reserves the right to suspend, limit or revoke the CAMO approval or the air operator certificate, as applicable, if the competent authority* has evidence that the procedures are not followed and standards not upheld.*

Signed .....

Dated .....

Accountable manager and ... (quote position) ...

For and on behalf of ... (quote organisation's name) ... '

**Where 'competent authority' is stated, please insert the actual name of the approving competent authority organisation or administration delivering the CAMO approval or the air operator certificate.'*

3. Whenever the accountable manager is changed, it is important to ensure that the new accountable manager signs the paragraph 2 statement at the earliest opportunity as part of the acceptance by the approving competent authority. Failure to carry out this action invalidates the CAMO approval or the air operator certificate.

M.A.705 Facilities

The continuing airworthiness management organisation shall provide suitable office accommodation at appropriate locations for the personnel specified in point M.A.706.

AMC M.A.705 Facilities

Office accommodation should be such that the incumbents, whether they be continuing airworthiness management, planning, technical records or quality staff, can carry out their designated tasks in a manner that contributes to good standards. In the smaller CAMO, the competent authority may agree to these tasks being conducted from one office subject to being satisfied that there is sufficient space and that each task can be carried out without undue disturbance. Office accommodation should also include an adequate technical library and room for document consultation.

M.A.706 Personnel requirements

(a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with this Annex (Part-M) and Annex Vb (Part-ML), as applicable.

(b) For licenced air carriers in accordance with Regulation (EC) No 1008/2008 the accountable manager referred to in point (a) shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.

(c) A person or group of persons shall be nominated 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 (Part-M) and Annex Vb (Part-ML). Such person(s) shall be ultimately responsible to the accountable manager.

(d) For licenced air carriers in accordance with Regulation (EC) No 1008/2008, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to point (c).

(e) The nominated post holder referred to in point (d) shall not be employed by a Part-145 approved organisation under contract to the operator, unless specifically agreed by the competent authority.

(f) The organisation shall have sufficient appropriately qualified staff for the expected work.

(g) All point (c) and (d) persons shall be able to show relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness.

(h) The qualification of all personnel involved in continuing airworthiness management shall be recorded.

(i) For organisations extending airworthiness review certificates in accordance with points M.A.711(a)(4) and M.A.901 of this Annex (Part-M) or point ML.A.901(c) of Annex Vb (Part-ML) as applicable, the organisation shall nominate persons authorised to do so, subject to approval by the competent authority.

(j) The organisation shall define and keep updated in the continuing airworthiness management exposition the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i).

(k) For complex motor-powered aircraft and for aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the organisation shall establish and control the competence of personnel involved in the continuing airworthiness management, airworthiness review and/or quality audits in accordance with a procedure and to a standard agreed by the competent authority.

AMC M.A.706 Personnel requirements

1. The person or group of persons should represent the continuing airworthiness management structure of the organisation and be responsible for all continuing airworthiness functions. Dependent on the size of the operation and the organisational set-up, the continuing airworthiness functions may be divided under individual managers or combined in nearly any number of ways. However, if a quality system is in place it should be independent from the other functions.

2. The actual number of persons to be employed and their necessary qualifications is dependent upon the tasks to be performed and thus dependent on the size and complexity of the organisation (general aviation aircraft, corporate aircraft, number of aircraft and the aircraft types, complexity of the aircraft and their age and for commercial air transport, route network, line or charter, ETOPS) and the amount and complexity of maintenance contracting. Consequently, the number of persons needed, and their qualifications may differ greatly from one organisation to another and a simple formula covering the whole range of possibilities is not feasible.

3. To enable the competent authority to accept the number of persons and their qualifications, an organisation should make an analysis of the tasks to be performed, the way in which it intends to divide and/or combine these tasks, indicate how it intends to assign responsibilities and establish the number of man/hours and the qualifications needed to perform the tasks. With significant changes in the aspects relevant to the number and qualifications of persons needed, this analysis should be updated.

4. Nominated person or group of persons should have:

   4.1. practical experience and expertise in the application of aviation safety standards and safe operating practices;

4.2. a comprehensive knowledge of:

(a) relevant parts of operational requirements and procedures;

(b) the AOC holder's operations specifications when applicable;

(c) the need for, and content of, the relevant parts of the AOC holder's operations manual when applicable;

4.3. knowledge of quality systems;

4.4. five years relevant work experience of which at least two years should be from the aeronautical industry in an appropriate position;

4.5. a relevant engineering degree or an aircraft maintenance technician qualification with additional education acceptable to the competent authority. 'relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components;

The above recommendation may be replaced by 5 years of experience additional to those already recommended by paragraph 4.4 above. These 5 years should cover an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks;

4.6. thorough knowledge with the organisation's continuing airworthiness management exposition;

4.7. knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.

'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

For all balloons and any other aircraft of 2 730 kg MTOM and below the formalised training courses may be replaced by demonstration of knowledge. This knowledge may be demonstrated by documented evidence or by an assessment performed by the competent authority. This assessment should be recorded.

4.8. knowledge of maintenance methods.

4.9. knowledge of applicable regulations.

AMC M.A.706(a) Personnel requirements

Accountable manager is normally intended to mean the chief executive officer of the CAMO, who by virtue of position has overall (including in particular financial) responsibility for running the organisation. The accountable manager may be the accountable manager for more than one organisation and is not required to be knowledgeable on technical matters. When the accountable manager is not the chief executive officer, the competent authority will need to be assured that such an accountable manager has direct access to the chief executive officer and has a sufficiency of continuing airworthiness funding allocation.

AMC M.A.706(e) Personnel requirements

1. The competent authority of the operator should only accept that the nominated post holder be employed by the organisation approved under Part-145 when it is manifest that he/she is the only available competent person in a position to exercise this function, within a practical working distance from the operator's offices.

2. This paragraph only applies to contracted maintenance and therefore does not affect situations where the organisation approved under Part-145 and the operator are the same organisation.

AMC M.A.706(f) Personnel requirements

Additional training in fuel tank safety as well as associated inspection standards and maintenance procedures should be required of CAMO technical personnel, especially the staff involved with the management of CDCCL, Service Bulletin assessment, work planning and maintenance programme management. EASA guidance is provided for training to CAMO personnel in Appendix XII to AMC M.A.706(f) and AMC1 M.B.102(c).

AMC M.A.706(i) Personnel requirements

The approval by the competent authority of the exposition, containing in M.A.704(a)3 the list of M.A.706(i) personnel, constitutes their formal acceptance by the competent authority and also their formal authorisation by the organisation.

Airworthiness review staff are automatically recognised as persons with authority to extend an airworthiness review certificate in accordance with M.A.711(a)4 and M.A.901(f) or ML.A.901(c) as applicable.

AMC M.A.706(k) Personnel requirements

Adequate initial and recurrent training should be provided and recorded to ensure continued competence.

M.A.707 Airworthiness review staff

(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:

(a) at least 5 years' experience in continuing airworthiness, and;

(b) an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent, and;

(c) formal aeronautical maintenance training, and;

(d) a position within the approved organisation with appropriate responsibilities.

(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).

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;

(b) an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent, and;

(c) appropriate aeronautical maintenance training, and;

(d) a position within the approved organisation with appropriate responsibilities;

(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.

(c) The organisation shall ensure that aircraft airworthiness review staff can demonstrate appropriate recent continuing airworthiness management experience.

(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(a) Airworthiness review staff

1. Airworthiness review staff are only required if the CAMO wants to be granted M.A.711(b) airworthiness review and, if applicable, M.A.711(c) permit to fly privileges.

2. ‘experience in continuing airworthiness’ means any appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks.

3. A person qualified to the AMC M.A.706 subparagraph 4.5 should be considered as holding the equivalent to an aeronautical degree.

4. An appropriate licence in compliance with Annex III (Part-66) is any one of the following:

   - a category B1 licence in the subcategory of the aircraft reviewed, or
   - a category B2 or C licence, or
   - in the case of piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below, a category B3 licence,
   - in the case of sailplanes, powered sailplanes, ELA1 aeroplanes, balloons and airships, a category L licence in the appropriate subcategory.

   It is not necessary to satisfy the experience requirements of Annex III (Part-66) at the time of the review.

5. 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.

   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. For example, performing airworthiness reviews on a specific model line, while being involved in the airworthiness management of a different model line.
   - M.A. Subpart G organisations with Part-145/M.A. Subpart F/Part-CAO approval, may nominate maintenance personnel from their Part-145/M.A. Subpart F/Part-CAO organisation as airworthiness review staff, 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 (other than maintenance tasks performed during the physical survey of the aircraft or performed as a result of findings discovered during such physical survey) to avoid possible conflict of interests.
   - Nominating as airworthiness review staff personnel from the quality department of the CAMO.

   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 nominated postholder.
   - 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.

~~AMC M.A.707(a)(1) Airworthiness review staff~~

~~For all aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 and for any other aircraft, other than balloons, above 2 730 kg MTOM, formal aeronautical maintenance training means training (internal or external) supported by evidence on the following subjects:~~

- ~~Relevant parts of initial and continuing airworthiness regulations.~~
- ~~Relevant parts of operational requirements and procedures, if applicable.~~
- ~~The organisation's continuing airworthiness management exposition.~~
- ~~Knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.~~

  ~~'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval~~
- ~~Maintenance methods.~~

~~AMC M.A.707(a)(2) Airworthiness review staff~~

~~For all balloons and any other aircraft of 2 730 Kg MTOM and below, not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008:~~

1. ~~'experience in continuing airworthiness' can be full-time or part-time, either as professional or on a voluntary basis.~~
2. ~~Appropriate aeronautical maintenance training means demonstrated knowledge of the following subjects:~~

   - ~~Relevant parts of initial and continuing airworthiness regulations.~~
   - ~~Relevant parts of operational requirements and procedures, if applicable.~~
   - ~~The organisation's continuing airworthiness management exposition.~~
   - ~~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 and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.~~
   - ~~'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.~~
   - ~~Maintenance methods.~~

~~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.~~

AMC M.A.707(b) Airworthiness review staff

The formal acceptance by the competent authority of the airworthiness review staff is granted through the corresponding EASA Form 4.

If the airworthiness review is performed under the supervision of existing airworthiness review staff, evidence should be provided to the competent authority together with EASA Form 4. If satisfied, the competent authority will issue the formal acceptance through EASA Form 4.

Once the airworthiness review staff has been accepted by the competent authority, the inclusion of their name in the exposition (refer to M.A.704(a)5) constitutes the formal authorisation by the organisation.

AMC M.A.707(c) Airworthiness review staff

In order to keep the validity of the airworthiness review staff authorisation, the airworthiness review staff should have either:

- 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.

In order to restore the validity of the authorisation, the airworthiness review staff should conduct at a satisfactory level an airworthiness review under the supervision of the competent authority or, if accepted by the competent authority, under the supervision of another currently valid authorised airworthiness review staff of the concerned continuing airworthiness management organisation in accordance with an approved procedure.

AMC M.A.707(e) Airworthiness review staff

The minimum content of the airworthiness review staff record should be:

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

M.A.708 Continuing airworthiness management

(a) The organisation shall ensure that all continuing airworthiness management is carried out in accordance with Section A, Subpart C of this Annex (Part-M), and Section A, Subpart C of Annex Vb (Part-ML), as applicable.

(b) For every aircraft managed, the approved continuing airworthiness management organisation shall:

1. ensure that an aircraft maintenance programme including any applicable reliability programme, as required by point M.A.302 of this Annex (Part-M) or ML.A.302 of Annex Vb (Part-ML), as applicable, is developed and controlled,
2. for 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 of this Annex (Part-M) or ML.A.201 of Annex Vb (Part-ML), as applicable,
3. manage the approval of modification and repairs,
4. ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with Section A, Subpart H of this Annex (Part-M) or Section A, Subpart H of Annex Vb (Part-ML), as applicable,
5. ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact, are applied,
6. ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation,
7. ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary,
8. coordinate scheduled maintenance, the application of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly,
9. manage and archive all continuing airworthiness records and/or operator's technical log.
10. ensure that the mass and balance statement reflects the current status of the aircraft.

(c) In the case of complex motor-powered aircraft or aircraft used for CAT, or aircraft used for commercial specialised operations or commercial ATO or commercial DTO operations, when the CAMO is not appropriately approved in accordance with Annex II (Part-145) or Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO), the organisation shall, in consultation with the operator, establish a written maintenance contract with an organisation approved in accordance with Annex II (Part-145) or Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) or with another operator, detailing the functions specified under points M.A.301(b), M.A.301(c), M.A.301(f) and M.A.301(g) of this Annex (Part-M), or points ML.A.301(b) to (e) of Annex Vb (Part-ML), ensuring that all maintenance is ultimately carried out by a maintenance organisation approved in accordance with Annex II (Part-145) or Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) and defining the support of the quality functions referred to in point M.A.712(b) of this Annex (Part-M).

(d) Notwithstanding point (c), the contract may be in the form of individual work orders addressed to the maintenance organisation approved in accordance with Annex II (Part-145) or Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) in the case of:

1. an aircraft requiring unscheduled line maintenance;

2. component maintenance, including engine maintenance.

GM M.A.708 Continuing airworthiness management

The CAMO should have adequate knowledge of the design status (type specification, customer options, airworthiness directives (ADs), airworthiness limitations contained in the aircraft instructions for continuing airworthiness, modifications, major repairs, operational equipment) and of the required and performed maintenance. The status of aircraft design and maintenance should be adequately documented to support the performance of the quality system.

For CS-25 aeroplanes, adequate knowledge of the airworthiness limitations should cover those contained in CS-25 Book 1, Appendix H, paragraph H25.4 and fuel tank system airworthiness limitations including critical design configuration control limitations (CDCCL).

AMC M.A.708(b)3 Continuing Airworthiness Management

When managing the approval of modifications or repairs the organisation should ensure that Critical Design Configuration Control Limitations are taken into account.

GM M.A.708(b)(4) Continuing airworthiness management

This requirement means that the CAMO is responsible for determining what maintenance is required, when it has to be performed, by whom and to what standard in order to ensure the continued airworthiness of the aircraft.

AMC1 M.A.708(c) Continuing airworthiness management

1. In case of complex motor-powered aircraft, aircraft used for CAT operations, aircraft used for commercial specialised operations and aircraft used by commercial ATO, the provisions of M.A.201 establish that a CAMO is required. This CAMO is in charge of the continuing airworthiness management and this includes the tasks specified in M.A.301 points (2), (3), (5) and (6). If the CAMO does not hold the appropriate maintenance organisation approval, then the CAMO should conclude a contract with the appropriate organisation(s).

2. The CAMO bears the responsibility for the airworthy condition of the aircraft for which it performs the continuing airworthiness management. Thus, it should be satisfied before the intended flight that all required maintenance has been properly carried out.

3. The CAMO should agree with the operator on the process to select a maintenance organisation before concluding any contract with a maintenance organisation.

4. The fact that the CAMO has contracted a maintenance organisation approved under Subpart F or Part-145 should not prevent it from checking at the maintenance facilities on any aspect of the contracted work to fulfil its responsibility for the airworthiness of the aircraft.

5. The contract between the CAMO and the maintenance organisation(s) should specify in detail the responsibilities and the work to be performed by each party.

6. Both the specification of work and the assignment of responsibilities should be clear, unambiguous and sufficiently detailed to ensure that no misunderstanding arises between the parties concerned that could result in a situation where work that has an effect on the airworthiness or serviceability of aircraft is not or will not be properly performed.

7. Special attention should be paid to procedures and responsibilities to ensure that all maintenance work is performed, service bulletins are analysed and decisions are taken on their accomplishment, airworthiness directives are accomplished on time and that all work, including non-mandatory modifications, is carried out to approved data and to the latest standards.

8. Appendix XI to this AMC gives further details on the subject.

AMC2 M.A.708(c) Continuing airworthiness management

MAINTENANCE CONTRACT WITH ANOTHER CAMO/OPERATOR

1. The purpose of M.A.708(c) is to ensure that all maintenance is carried out by an appropriately approved maintenance organisation. It is possible to contract another operator/CAMO (secondary operator/CAMO) that does not hold a maintenance organisation approval when it proves that such a contract is in the interest of the CAMO by simplifying the management of its maintenance, and the CAMO keeps an appropriate control of it. In this case the continuing airworthiness management exposition should include appropriate procedures to ensure that all maintenance is ultimately carried out on time by approved maintenance organisations in accordance with the CAMO's data. In particular, the quality system procedures should place great emphasis on monitoring compliance with the above. The list of approved maintenance organisations, or a reference to this list, should be included in the CAMO's continuing airworthiness management exposition.

2. This contract should not preclude the CAMO from ensuring that all maintenance is performed by appropriately approved organisations which comply with the M.A.201 continuing airworthiness responsibility requirements. Typical examples of such arrangements are the following:

Component maintenance:

The CAMO may find it more appropriate to have a primary contractor (the secondary operator/CAMO) dispatching the components to appropriately approved organisations rather than sending themselves different types of components to various maintenance organisations approved under Part-145. The benefit for the CAMO is that the management of maintenance is simplified by having a single point of contact for component maintenance. The CAMO remains responsible for ensuring that all maintenance is performed by maintenance organisations approved under Part-145 and in accordance with the approved standards.

Aircraft, engine and component maintenance:

The CAMO may wish to have a maintenance contract with a secondary operator/CAMO not approved under Part-145 for the same type of aircraft. A typical case is that of a dry-leased aeroplane between operators where the parties, for consistency or continuity reasons (especially for short-term lease agreements), find it appropriate to keep the aeroplane under the current maintenance arrangement. Where this arrangement involves various Part-145 approved contractors, it might be more manageable for the lessee CAMO to have a single maintenance contract with the lessor operator/CAMO. Whatever type of acceptable maintenance contract is concluded, the CAMO is required to exercise the same level of control on contracted maintenance, particularly through the M.A.706(c) continuing airworthiness management group of persons and quality system as referred to in M.A.712.

GM M.A.708(c) Continuing airworthiness management

For line maintenance, the actual layout of the IATA Standard Ground Handling Agreement may be used as a basis, but this does not preclude the CAMO from ensuring that the content of the contract is acceptable and especially that the contract allows the CAMO to properly exercise its maintenance responsibility. Those parts of the contract that have no effect on the technical or operational aspects of airworthiness are outside the scope of this paragraph.

AMC M.A.708(d) Continuing airworthiness management

The intent of this paragraph is that maintenance contracts are not necessary when the continuing airworthiness management exposition specifies that the relevant maintenance activity may be ordered through one-time work orders. This includes unscheduled line maintenance and may also include component maintenance up to engines, as long as the maintenance is manageable through work orders, both in terms of volume and complexity. It should be noted that this paragraph implies that even where base maintenance is ordered on a case-by-case basis, there should be a written maintenance contract.

M.A.709 Documentation

(a) The approved continuing airworthiness management organisation shall hold and use applicable current maintenance data in accordance with point M.A.401 of this Annex (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 M.A.708 of this Annex (Part-M). 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 only needs to keep such data for the duration of the contract, except when required by point M.A.714 of this Annex (Part-M).

(b) For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the approved continuing airworthiness management organisation may develop 'baseline' or 'generic' maintenance programmes, or both, in order to allow for the initial approval or the

~~extension of the scope of an approval, without having the contracts referred to in Appendix I to this Annex (Part-M) or Appendix I to Annex Vb (Part-ML), as applicable. Those 'baseline' and 'generic' maintenance programmes however do not preclude the need to establish an adequate Aircraft Maintenance Programme in compliance with point M.A.302 of this Annex (Part-M) or ML.A.302 of Annex Vb (Part-ML), as applicable, in due time before exercising the privileges referred to in point M.A.711 of this Annex (Part-M).~~

~~AMC M.A.709 Documentation~~

~~When using maintenance data provided by the customer, the CAMO is responsible for ensuring that this data is current. As a consequence, it should establish appropriate procedures or provisions in the contract with the customer.~~

~~The sentence '…, except when required by point M.A.714', means, in particular, the need to keep a copy of the customer data which was used to perform continuing airworthiness activities during the contract period.~~

~~'Baseline' maintenance programme: it is a maintenance programme developed for a particular aircraft type following, where applicable, the maintenance review board (MRB) report, the type certificate holder's maintenance planning document (MPD), the relevant chapters of the maintenance manual or any other maintenance data containing information on scheduling.~~

~~'Generic' maintenance programme: it is a maintenance programme developed to cover a group of similar types of aircraft. These programmes should be based on the same type of instructions as the baseline maintenance programme. Examples of 'generic' maintenance programmes could be Cessna 100 Series (covering Cessna 150, 172, 177, etc.).~~

~~'Baseline' and 'generic' maintenance programmes are not applicable to a particular aircraft registration mark, but to an aircraft type or group of types, and should be available to the competent authority prior to the initial approval and prior to the extension of the scope of an existing organisation approval. The intent is that the competent authority is aware of the scope and complexity of tasks that will be managed before granting an organisation approval or change of approval.~~

~~After this initial approval, when an owner/operator is contracted, the baseline or generic maintenance programme, as applicable, may be used to establish the M.A.302 aircraft maintenance programme, incorporating the additional maintenance tasks and indicating those which are not applicable to a particular aircraft registration mark. This may be achieved by adding an Annex to the baseline/generic maintenance programme for each aircraft registration, specifying which tasks are added and which are not applicable. This will result in an aircraft maintenance programme specific for each customer.~~

~~However, this does not mean that this adaptation must be performed for each contracted aircraft registration. The reason is that the customer may already have an approved aircraft maintenance programme, which in that case should be used by the continuing airworthiness management organisation to manage the continuing airworthiness of such aircraft.~~

~~Continuing airworthiness management organisations may seek authorisation for indirect approval in order to amend the aircraft maintenance programme mentioned above in accordance with M.A.302(c). The indirect approval procedure should include provisions to notify to the competent authority that an aircraft maintenance programme specific for a customer has been created. The reason is that, according to M.A.704(a)9, for aircraft not used by air carriers licensed in accordance~~

with Regulation (EC) No 1008/2008, the Continuing Airworthiness Management Exposition (CAME) only needs to include the reference to the baseline/generic maintenance programme.

GM M.A.709 Documentation

Paragraph M.A.709(a) refers to continuing airworthiness tasks referred to in M.A.708. As a consequence, this covers continuing airworthiness management tasks but not airworthiness reviews.

Airworthiness review requirements are established in M.A.710 and the requirements for the corresponding record retention are contained in M.A.714.

M.A.710 Airworthiness review

When the organisation approved in accordance with point M.A.711(b) of this Annex (Part-M) performs airworthiness reviews, they shall be performed in accordance with point M.A.901 of this Annex (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable.

GM M.A.710 Airworthiness review

Responsibilities of airworthiness review staff:

The following is a summary of the requirements contained in M.A.710 as well as the associated AMCs and Appendices, in relation to the responsibilities of the airworthiness review staff:

- Airworthiness review staff are responsible for performing both the documental and the physical survey.
- Procedures must be established by the CAMO in order to perform the airworthiness review, including the depth of samplings (refer to Appendix V to AMC1 M.A.704, paragraphs 4.2 and 4.3).
- Procedures must make very clear that the final word about the depth of the inspections (both documental and physical) belongs to the airworthiness review staff, who can go beyond the depth contained in the CAME if they find it necessary. At the end, it is the responsibility of the airworthiness review staff to be satisfied that the aircraft complies with Part-M or Part-ML, as applicable, and is airworthy, and the organisation must ensure that no pressure or restrictions are imposed on the airworthiness review staff when performing their duty.
- A compliance report must be produced by the airworthiness review staff, detailing all items checked and the outcome of the review.
- Airworthiness review staff are responsible for the items checked during the airworthiness review. However, they do not take over the responsibilities of the CAMO, Part-145, DOA, POA or any other organisations, not being responsible for problems not detected during the airworthiness review or for the possibility that the approved or declared maintenance programme may not include certain recommendations from the Design Approval Holder. Obviously, if the airworthiness review staff are not independent of the airworthiness management process and were nominated on the basis of the option of having overall authority on such a process, they will be responsible for the full continuing airworthiness of such aircraft. Nevertheless, this responsibility will be a consequence of their position related to M.A.706 and not of their position as airworthiness review staff (M.A.707).

The issuance of the airworthiness review certificate (ARC) by the airworthiness review staff only certifies that the aircraft is considered airworthy in relation to the scope of the airworthiness review performed and the fact that the airworthiness review staff are not aware of instances of non-compliance which endanger flight safety. Furthermore, it only certifies that the aircraft is considered airworthy at the time of the review.

It is the responsibility of the owner or contracted CAMO to ensure that the aircraft is fully airworthy at any time.

M.A.711 Privileges of the organisation

(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 aircraft, except those used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, as listed on the approval certificate;

2. manage the continuing airworthiness of aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, when listed both on its approval certificate and on its Air Operator Certificate (AOC);

3. arrange to carry out limited continuing airworthiness tasks with any contracted organisation, working under its quality system, as listed on the approval certificate;

4. extend, under the conditions set out in point M.A.901(f) of this Annex (Part-M) or ML.A.901(c) of Annex Vb (Part-ML), as applicable, an airworthiness review certificate that has been issued by the competent authority or by another organisation or person, as applicable;

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).

(b) An approved continuing airworthiness management organisation registered in one of the Member States may, additionally, be approved to carry out airworthiness reviews referred to in point M.A.710 and:

1. issue the related airworthiness review certificate and extend it in due time under the conditions set out in points M.A.901(c)(2) or M.A.901(e)(2) of this Annex (Part-M) or point ML.A.901(c) of Annex Vb (Part-ML), as applicable; and,

2. issue a recommendation for the airworthiness review to the competent authority of the Member State of registry.

(c) A continuing airworthiness management organisation whose approval includes the privileges referred to in point M.A.711(b) may additionally be approved to issue a permit to fly in accordance with point 21.A.711(d) 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 continuing airworthiness management organisation is attesting conformity with approved flight conditions, subject to an adequate approved procedure in the exposition referred to in point M.A.704.

AMC M.A.711(a)(3) Privileges of the organisation

SUBCONTRACTING OF CONTINUING AIRWORTHINESS TASKS

1. The CAMO may subcontract certain continuing airworthiness management tasks to qualified persons or organisations. The subcontracted person or organisation performs the continuing airworthiness management tasks as an integral part of the CAMO's continuing airworthiness management system, irrespective of any other approval held by the subcontracted person or organisation (including CAMO or Part-145 approval).
2. The CAMO remains accountable for the satisfactory completion of the continuing airworthiness management tasks irrespective of any contract that may be established.
3. In order to fulfil this responsibility, the CAMO should be satisfied that the actions taken by the subcontracted person or organisation meet the standards required by Subpart G. Therefore, the CAMO management of such activities should be accomplished:
   (a) by active control through direct involvement, and/or
   (b) by endorsing the recommendations made by the subcontracted person or organisation.
4. In order to retain ultimate responsibility, the CAMO should limit subcontracted tasks to the activities specified below:
   (a) airworthiness directive analysis and planning;
   (b) service bulletin analysis;
   (c) planning of maintenance;
   (d) reliability monitoring, engine health monitoring;
   (e) maintenance programme development and amendments;
   (f) any other activities, which do not limit the CAMO responsibilities, as agreed by the competent authority.
5. The CAMO's controls associated with subcontracted continuing airworthiness management tasks should be reflected in the associated contract and be in accordance with the CAMO policy and procedures defined in the continuing airworthiness management exposition. When such tasks are subcontracted, the continuing airworthiness management system is considered to be extended to the subcontracted persons or organisations.
6. With the exception of engines and auxiliary power units, contracts would normally be limited to one organisation per aircraft type for any combination of the activities described in Appendix II. Where contracts are made with more than one organisation, the CAMO should demonstrate that adequate coordination controls are in place and that the individuals' responsibilities are clearly defined in the related contracts.
7. Contracts should not authorise the subcontracted organisation to subcontract to other organisations elements of the continuing airworthiness management tasks.
8. The competent authority should exercise oversight of the subcontracted activities through the CAMO approval. The contracts should be acceptable to the competent authority. The CAMO should only subcontract to organisations which are specified by the competent authority on EASA Form 14.

9. The subcontracted organisation should agree to notify the CAMO of any changes affecting the contract as soon as practical. The CAMO should then inform its competent authority. Failure to do so may invalidate the competent authority's acceptance of the contract.

10. Appendix II to AMC M.A.711(a)(3) provides information on the subcontracting of continuing airworthiness management tasks.

AMC M.A.711(b) Privileges of the organisation

An organisation may be approved for the privileges of M.A.711(a) only, without the privilege to carry out airworthiness reviews. This can be contracted to another appropriately approved organisation. In such a case, it is not mandatory that the contracted organisation is linked to an AOC holder, being possible to contract an appropriately approved independent continuing airworthiness management organisation which is approved for the same aircraft type.

In order to be approved for the privileges of M.A.711(b) for a particular aircraft type, it is necessary to be approved for the privileges of M.A.711(a) for that aircraft type. As a consequence, the normal situation in this case is that the organisation will be performing continuing airworthiness management tasks and performing airworthiness reviews on every aircraft type contained in the approval certificate.

Nevertheless, this does not necessarily mean that the organisation needs to be currently managing an aircraft type in order to be able to perform airworthiness reviews on that aircraft type. The organisation may be performing only airworthiness reviews on an aircraft type without having any customer under contract for that type.

Furthermore, this situation should not necessarily lead to the removal of the aircraft type from the organisation approval. As a matter of fact, since in most cases the airworthiness review staff are not involved in continuing airworthiness management activities, it cannot be argued that these airworthiness review staff are going to lose their skills just because the organisation is not managing a particular aircraft type. The important issue in relation to maintaining a particular aircraft type in the organisation approval is whether the organisation continuously fulfils all the Subpart G requirements (facilities, documentation, qualified personnel, quality system, etc.) required for initial approval.

AMC M.A.711(c) Privileges of the organisation

The sentence 'for the particular aircraft for which the organisation is approved to issue the airworthiness review certificate' contained in M.A.711(c) means that:

- For aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, and for aircraft above 2 730kg MTOM, the permit to fly can only be issued for aircraft which are in a controlled environment and are managed by that CAMO.
- The permit to fly can be issued for any other aircraft for which the organisation can exercise the privilege in M.A.711(b).

~~M.A.712 Quality system~~

~~(a) To ensure that the approved continuing airworthiness management organisation continues to meet the requirements of this Subpart, it shall establish a quality system and designate a quality manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy aircraft. Compliance monitoring shall include a feedback system to the accountable manager to ensure corrective action as necessary.~~

~~(b) The quality system shall monitor activities carried out under Section A, Subpart G of this Annex (Part-M). It shall at least include the following functions:~~

~~1. monitoring that all activities carried out under Section A, Subpart G of this Annex (Part-M) are being performed in accordance with the approved procedures, and;~~

~~2. monitoring that all contracted maintenance is carried out in accordance with the contract, and;~~

~~3. monitoring the continued compliance with the requirements of this Part.~~

~~(c) The records of these activities shall be stored for at least two years.~~

~~(d) Where the approved continuing airworthiness management organisation is approved in accordance with another Part, the quality system may be combined with that required by the other Part.~~

~~(e) For licenced air carriers in accordance with Regulation (EC) No 1008/2008 the M.A. Subpart G quality system shall be an integrated part of the operator's quality system.~~

~~(f) In the case of a small organisation not managing the continuing airworthiness of aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the quality system may be replaced by regular organisational reviews subject to the approval of the competent authority, except when the organisation issues airworthiness review certificates for aircraft above 2730 kg MTOM other than balloons. In the case where there is no quality system, the organisation shall not contract continuing airworthiness management tasks to other parties.~~

~~AMC M.A.712(a) Quality system~~

~~1. Procedures should be held current such that they reflect best practice within the organisation. It is the responsibility of all employees to report any difficulties with the procedures via their organisation's internal occurrence reporting mechanisms.~~

~~2. All procedures, and changes to the procedures, should be verified and validated before use where practicable.~~

~~3. The feedback part of the system should address who is required to rectify any non-compliance in each particular case and the procedure to be followed if rectification is not completed within appropriate timescales. The procedure should lead to the accountable manager specified in M.A.706.~~

~~4. The independent quality audit reports referenced in AMC M.A.712(b) should be sent to the relevant department for rectification action giving target rectification dates. Rectification dates should be discussed with such department before the quality department or nominated quality~~

auditor confirms such dates in the report. The relevant department is required to rectify findings and inform the quality manager or the quality auditor of such rectification.

5. The accountable manager should hold regular meetings with staff to check progress on rectification except that in the large organisations such meetings may be delegated on a day to day basis to the quality manager subject to the accountable manager meeting at least twice per year with the senior staff involved to review the overall performance and receiving at least a half yearly summary report on findings of non-compliance.

AMC M.A.712(b) Quality System

1. The primary objectives of the quality system are to enable the CAMO to ensure airworthy aircraft and to remain in compliance with the Part-M and, as applicable, Part-ML requirements.

2. An essential element of the quality system is the independent audit.

3. The independent audit is an objective process of routine sample checks of all aspects of the CAMO ability to carry out continuing airworthiness management to the required standards. It includes some product sampling as this is the end result of the process.

4. The independent audit represents an objective overview of the complete continuing airworthiness management related activities. It is intended to complement the M.A.902 or ML.A.902 requirement for an airworthiness review to be satisfied that all aircraft managed by the organisation remain airworthy.

5. The independent audit should ensure that all aspects of M.A. Subpart G compliance are checked annually, including all the sub-contracted activities, and may be carried out as a complete single exercise or subdivided over the annual period in accordance with a scheduled plan. The independent audit does not require each procedure to be checked against each product line when it can be shown that the particular procedure is common to more than one product line and the procedure has been checked every year without resultant findings. Where findings have been identified, the particular procedure should be rechecked against other product lines until the findings have been rectified after which the independent audit procedure may revert back to the annual interval for the particular procedure. Provided that there are no safety related findings, the audit time periods specified in this AMC may be increased by up to 100% subject to agreement by the competent authority.

6. Where the organisation has more than one location approved the quality system should describe how these are integrated into the system and include a plan to audit each location every year.

7. A report should be raised each time an audit is carried out describing what was checked and the resulting findings against applicable requirements, procedures and products.

8. The independence of the audit should be established by always ensuring that audits are carried out by personnel not responsible for the function, procedure or products being checked.

9. An organisation should establish a quality plan acceptable to the competent authority to show when and how often the activities as required by M.A. Subpart G will be audited.

AMC M.A.712(f) Quality system

A small organisation is considered to be an organisation with up to 5 full-time staff (including all M.A.706 personnel) or equivalent proportional number when using part-time staff. The complexity of the organisation, combination of aircraft and aircraft types, the utilisation of the aircraft and the number of approved locations of the organisations should also be considered before replacing the quality system by an organisational review.

Appendix XIII to this AMC should be used to manage the organisational reviews.

The following activities should not be considered as subcontracting and, as a consequence, they may be performed without a quality system, although they need to be described in the continuing airworthiness management exposition and be approved by the competent authority:

Subscription to a technical publisher that provides maintenance data (Aircraft Maintenance Manuals, Illustrated Parts Catalogues, Service Bulletins, etc.), which may be applicable to a wide range of aircraft. These data may include maintenance schedules recommended by different manufacturers that can be afterwards used by the continuing airworthiness management organisation in order to produce customised maintenance programmes.

Contracting the use of a software tool for the management of continuing airworthiness data and records, under the following conditions (in addition to M.A.714(d) and (e)):

If the tool is used by several organisations, each organisation should have access to its own data only.

Introduction of data can only be performed by personnel of the continuing airworthiness management organisation.

The data can be retrieved at any time.

M.A.713 Changes to the approved continuing airworthiness organisation

In order to enable the competent authority to determine continued compliance with this Part, the approved continuing airworthiness management organisation shall notify it of any proposal to carry out any of the following changes, before such changes take place:

1. the name of the organisation.
2. the location of the organisation.
3. additional locations of the organisation.
4. the accountable manager.
5. any of the persons specified in M.A.706(c).
6. the facilities, procedures, work scope and staff that could affect the approval.

In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.

AMC M.A.713 Changes to the approved continuing airworthiness organisation

This paragraph covers scheduled changes to the CAMO approval. The primary purpose of this paragraph is to enable the CAMO to remain approved if agreed by the competent authority during negotiations about any of the specified changes. Without this paragraph the approval would automatically be suspended in all cases.

M.A.714 Record-keeping

(a) The continuing airworthiness management organisation shall record all details of work carried out. The records required under point M.A.305 of this Annex (Part-M) or ML.A.305 of Annex Vb (Part ML), as applicable, and if applicable point M.A.306 of this Annex (Part-M), shall be retained.

(b) If the continuing airworthiness management organisation has the privilege referred to in point M.A.711(b), 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 M.A.711(a)4.

(c) If the continuing airworthiness management organisation has the privilege referred to in point M.A.711(c), it shall retain a copy of each permit to fly issued in accordance with the provisions of point 21A.729 of Annex I (Part 21) to Regulation (EU) No 748/2012.

(d) The continuing airworthiness management organisation shall retain a copy of all records referred to in points (b) and (c) until two years after the aircraft has been permanently withdrawn from service.

(e) The records shall be stored in a manner that ensures protection from damage, alteration and theft.

(f) All computer hardware used to ensure backup shall be stored in a different location from that containing the working data in an environment that ensures they remain in good condition.

(g) Where continuing airworthiness management of an aircraft is transferred to another organisation or person, all retained records shall be transferred to the said organisation or person. The time periods prescribed for the retention of records shall continue to apply to the said organisation or person.

(h) Where a continuing airworthiness management organisation terminates its operation, all retained records shall be transferred to the owner of the aircraft.

AMC M.A.714 Record-keeping

1. The CAMO should ensure that it always receives a complete CRS from the approved maintenance organisation, M.A.801(b)(1) certifying staff and/or from the Pilot-owner such that

the required records can be retained. The system to keep the continuing airworthiness records should be described in the organisation continuing airworthiness management exposition.

2. When an organisation arranges for the relevant maintenance organisation to retain copies of the continuing airworthiness records on its behalf, it will nevertheless continue to be responsible for the records under M.A.714 relating to the preservation of records. If it ceases to be the organisation of the aircraft, it also remains responsible for transferring the records to any other person or organisation managing continuing airworthiness of the aircraft.

3. Keeping continuing airworthiness records in a form acceptable to the competent authority means in paper form or on a computer database or a combination of both methods. Records stored in microfilm or optical disc form are also acceptable. The record should remain legible throughout the required retention period.

4. Paper systems should use robust material which can withstand normal handling and filing.

5. Computer systems should have at least one backup system which should be updated within 24 hours of any new entry. Each terminal is required to contain programme safeguards against the ability of unauthorised personnel to alter the database.

Microfilming or optical storage of continuing airworthiness records may be carried out at any time. The records should be as legible as the original record and remain so for the required retention period.

M.A.715 Continued validity of approval

(a) An approval shall remain valid until 24 March 2022, subject to:

1. the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under point M.B.705 and;

2. the competent authority being granted access to the organisation to determine continued compliance with this Part, and;

3. the approval not being surrendered or revoked.

(b) Upon surrender or revocation, the approval certificate shall be returned to the competent authority.

M.A.716 Findings

(a) A level 1 finding is any significant non-compliance with the requirements of this Annex (Part-M) or Annex Vb (Part-ML), as applicable, which lowers the safety standard and hazards seriously the flight safety;

(b) A level 2 finding is any non-compliance with the requirements of this Annex (Part-M) or Annex Vb (Part-ML), as applicable, which could lower the safety standard and possibly hazard the flight safety.

(c) After receipt of notification of findings according to point M.B.705, the holder of the continuing airworthiness management organisation approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority.

Rationale:

- *Part-M Subpart G (M.A.7xx, M.B.7xx) is deleted as further explained in Section 2.3 of the Explanatory Note.*

M.A.801 Aircraft certificate of release to service

(a) Except for aircraft ~~released to service~~ maintenance released by a maintenance organisation approved in accordance with Annex II (Part-145), the CRS shall be issued in accordance with this Subpart.

(b) No aircraft shall be released to service unless a CRS is issued when all maintenance tasks ordered have been properly carried out. The CRS shall be issued by an authorised certifying staff of the maintenance organisation approved in accordance ~~with Subpart F of this Annex or~~ with Annex Vd (Part-CAO), except for maintenance tasks other than complex maintenance tasks listed in Appendix VII to this Annex where the CRS is issued, alternatively by:

[…]

(c) By derogation from point (b), in case of unforeseen situations, when an aircraft is grounded at a location where no maintenance organisation approved in accordance with this Annex, Annex II (Part-145) or Annex Vd (Part-CAO) and no independent certifying staff are available, the owner may authorise any person, with no less than 3 years of appropriate maintenance experience and holding either a valid ICAO Annex 1 compliant maintenance license for the aircraft type requiring certification or a certifying staff authorisation valid for the work requiring certification issued by an ICAO Annex 6 approved maintenance organisation to maintain the aircraft in accordance with the standards set out in Subpart D of this Annex and release it to service. In that case, the owner shall:

1. […]
2. ensure that any such maintenance is later on verified and a new CRS is issued by an appropriately authorised person referred to in point (b) or an organisation approved in accordance ~~with Subpart F of this Annex,~~ Annex II (Part-145) or Annex Vd (Part-CAO), at the earliest opportunity and in any case within 7 calendar days from the issuance of a CRS by the person authorised by the owner;
3. […]

[…]

Rationale

- *Point (a) is proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.A.801 Aircraft certificate of release to service after embodiment of a Standard Change or a Standard Repair (SC/SR)

1. Certificate of ~~R~~release to service and eligible persons

Only natural or legal persons entitled to release ~~to service an~~ aircraft ~~after~~ maintenance in accordance with Part-M, Part-145 or Part-CAO are considered as an eligible installer responsible for the embodiment of a SC/SR when in compliance with applicable requirements.

~~For aircraft where there is no Part-66 licence applicable, the release to service of an aircraft after embodiment of a SC/SR is only possible by holders of an appropriate certifying staff qualification valid in a Member State (national qualification), with the following conditions:~~

- ~~If the holder signs the release to service on behalf of an Approved Maintenance Organisation (AMO), this is valid for aircraft registered in any Member State.~~
- ~~If the holder signs the release to service as an independent certifying staff (not on behalf of an AMO), this is only valid for aircraft registered in the Member State responsible for such certifying staff qualification.~~

Depending on its nature, for certain SCs/SRs, the Certification Specification CS-STAN might restrict the eligibility for the issuance of the certificate of release to service to certain persons.

Since the design of the SC/SR does not require specific approval, the natural or legal person releasing the aircraft ~~to service~~ maintenance after the embodiment of the change or repair takes the responsibility that the applicable certification specifications within CS-STAN are fulfilled while being in compliance with Part-M, Part-145 and/or Part-CAO and not in conflict with data issued by the TC holder or the declarant of a declaration of design compliance. This includes responsibility in respect of an adequate design, the selection/manufacturing of suitable parts and their identification, documenting the change or repair, generation or amendment of aircraft manuals and instructions as needed, embodiment of the change/repair, releasing the aircraft ~~to service~~ maintenance and record-keeping.

2. Parts and appliances to be installed as part of a SC/SR

[…]

Eligibility for installation of parts and appliances belonging to a SC/SR is subject to compliance with the related provisions of Part 21, Part 21 Light, Part-M, Part-145 and Part-CAO, and the situation varies depending on the aircraft in/on which the SC/SR is to be embodied, and who the installer is. The need for an EASA Form 1 is addressed in Part 21, Part 21 Light and Part-M. Furthermore, ~~Part-M Subpart F,~~ Part-145 and Part-CAO contain provisions (i.e. ~~M.A.603(c),~~ 145.A.42(c) and CAO.A.020(c)) allowing maintenance organisations to fabricate certain parts to be installed in/on the aircraft as part of their maintenance activities.

[…]

4. Documenting the SC/SR and declaring compliance with the Certification Specifications

In accordance with Part-M, Part-CAO or Part-145 (e.g. AMC M.A.801 (e) and AMC 145.A.50(b)), the legal or natural person responsible for the embodiment of a change or a repair should compile details of the work accomplished. In the case of SCs/SRs, this includes, as necessary,

based on its complexity, an engineering file containing drawings, a list of the parts and appliances used for the change or repair, supporting analysis and the results of tests performed or any other evidence suitable to show that the design fulfils the applicable Certification Specifications within CS-STAN together with a statement of compliance and amendments to aircraft manuals, to instructions for continuing airworthiness and to other documents such as aircraft parts list, wiring diagrams, etc., as deemed necessary. EASA Form 123 is prepared for the purpose of documenting the preparation and embodiment of the SC/SR. The aircraft logbook should contain an entry referring to EASA Form 123; both EASA Form 123 and the certificate of release to service required after the embodiment of the SC/SR should be signed by the same person.

[…]

[…]

7. Embodiment of more than one SC

The embodiment of two or more related SCs described in Subpart B of CS-STAN is permitted as a single change (the use of one Form 123 only) as long as adequate references to and records of all SCs embodied are captured. Restrictions and limitations of the two (or more) SCs would apply. It is permitted to issue a single certificate of release to service containing adequate traceability of all the SCs embodied.

8. Acceptable form to be used to record the embodiment of SCs/SRs

[…]

Completion instructions:

Use English or the official language of the State of registry to fill in the form.

1. Identify the SC/SR with a unique number and reference this number in the aircraft logbook.
2. Specify the applicable EASA CS-STAN chapter including revision (e.g. CS-SCxxxy or CS-SRxxxy) & title. Provide also a short description.
3. Identify the aircraft (a/c) registration, serial number and type.
4. List the parts' numbers and description for the parts installed. Refer to an auxiliary document if necessary.
5. Identify affected aircraft manuals.
6. Refer to the documentation developed to support the SC/SR and its embodiment, including design data required by the CS-STAN: design definition, documents recording the showing of compliance with the Certification Specifications or any test result, etc. The documents' references should quote their revision/issue.
7. Identify instructions for continuing airworthiness that need to be considered for the aircraft maintenance programme review.
8. To be used as deemed necessary by the installer.

9a., 9b., 10. and 12. Self-explanatory.

11. Give full name details and certificate reference (of the natural or legal person) used for issuing the aircraft certificate of release to service.

Rationale

- *Point 1 is proposed to be amended to remove considerations of cases where no Part-66 licence is applicable to an aircraft, which were assessed as not anymore applicable and therefore needed as part of this AMC.*
- *Overall, this AMC is proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above. Therefore, "certificate of" is added to mention the CRS where applicable in this AMC so that we clearly mean the*

certificate attesting specifically that the embodiment of one or more specific SC/SR was properly done.

- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.A.801(e) Aircraft certificate of release to service

[…]

~~5. The person issuing the certificate of release to service should use his normal signature except in the case where a computer release to service system is used. In this latter case the competent authority will need to be satisfied that only the particular person can electronically issue the release to service. One such method of compliance is the use of a magnetic or optical personal card in conjunction with a personal identity number (PIN) known only to the individual, which is keyed into the computer. A certification stamp is optional.~~

5. The person issuing an aircraft certificate of release to service should sign the certificate and be clearly identified.

6. It is acceptable to issue an aircraft certificate of release to service either in physical format (i.e. as a paper document) or in digital format (e.g. as an electronic file).

   When the certificate is issued in digital format, an acceptable means of ensuring the identification of the person signing the certificate and data integrity is to use an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS).

~~6.~~7. At the completion of all maintenance, owners, certifying staff, operators and maintenance organisations should ensure they have a clear, concise, legible record of the work performed.

~~7.~~8. In the case of an M.A.801(b)1 release to service, certifying staff should retain all records necessary to prove that all requirements have been met for the issuance of a certificate of release to service.

Rationale:

- *Previous point 5 is proposed to be replaced with two new points (5 and 6). Point 5 is added to make clearer that the aircraft CRS should identify the issuing person (i.e. mention at least the first name and surname) who is signing the certificate. Point 6 is added to review the existing wording and further support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to clarify that an aircraft CRS can be issued in physical or digital format, including specific provisions on the expected electronic signature level, when used. The method of compliance previously mentioned is deleted to simplify the point, as it was assessed as rarely used, although the wording does not prevent its use when relevant and appropriate.*

M.A.802 Component certificate of release to service

(a) Except for component~~s released to service~~ maintenance released by a maintenance organisation that is approved in accordance with Annex II (Part-145) and for the cases covered

by point (e) of point M.A.502, a CRS shall be issued at the completion of any maintenance work carried out on an aircraft component in accordance with point M.A.502.

(b) The authorised release certificate identified as EASA Form 1 constitutes the component CRS, except when such maintenance on aircraft components has been performed in accordance with point (b) or (d) of point M.A.502 in which case the maintenance is subject to aircraft maintenance release procedures in accordance with point M.A.801.

Rationale

- *Points (a) and (b) are proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.*

SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

AMC1 M.B.102(c) Competent authority — Qualification and training

1. Competent authority inspectors should have:

[…]

1.6. knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course including Fuel Tank Safety (FTS) training as described in Appendix XII to ~~AMC M.A.706(f) and~~ AMC1 M.B.102(c). These courses should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation.

'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

[…]

1.8. knowledge and training on EDTO aspects as set out in the applicable provisions of Appendix VI to AMC to Part-CAMO (EDTO considerations), when involved in the oversight of organisations working with aeroplanes conducting extended diversion time operations (EDTO).

[…]

Rationale:

- *This AMC is amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

M.B.104 Record-keeping

[…]

~~(b) The records for the oversight of organisations approved in accordance with this Annex shall include as a minimum:~~

~~1. the application for an organisation approval;~~

~~2. the organisation approval certificate including any changes;~~

~~3. a copy of the audit programme listing the dates when audits are due and when audits were carried out;~~

~~4. the competent authority continued oversight records including all audit records;~~

~~5. copies of all relevant correspondence;~~

~~6. details of any exemption and enforcement actions;~~

~~7. any report from other competent authorities relating to the oversight of the organisation;~~

~~8. organisation exposition or manual and amendments;~~

~~9. copy of any other document directly approved by the competent authority.~~

~~(c) The retention period for the point (b) records shall be at least 5 years.~~

~~(d)~~(b) The minimum records for the oversight of each aircraft shall include, at least, a copy of:

[…]

~~(e)~~(c) The records specified in point ~~(d)~~(b) shall be retained until ~~2 years after the aircraft has been permanently withdrawn from service~~ three years after the aircraft has been permanently withdrawn from the national register of the Member State.

~~(f)~~(d) All records shall be made available upon request by another Member State or the Agency.

Rationale:

- *Points (b) and (c) are deleted due to the removal of provisions related to Part-M Subpart F and Subpart G which entail that organisations are no longer approved in accordance with this Annex. Instead, they may be approved in accordance with Part-145, Part-CAMO, and/or Part-CAO.*
- *Old point (e) (new point(c)) is proposed to be amended to ensure a finite retention duration, as it is impracticable for the NCA to follow the aircraft after it has left the national registry. Harmonisation with point AR.UAS.GEN.220(c) of Reg. (EU) 2024/1109. Part-ML amended accordingly.*

AMC M.B.104(a) Record-keeping

[…]

3. All computer hardware used to ensure data backup should be stored in a different location from that containing the working data in an environment that ensures they remain in good condition. When hardware- or software-changes take place special care should be taken that all necessary data continues to be accessible at least through the full period specified in M.B.104(c) ~~and/or (e)~~.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC M.B.104~~(f)~~(d) Record-keeping

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

M.B.301 Aircraft maintenance programme

[…]

(c) In the case of indirect approval as provided for in point M.A.302(c), the competent authority shall approve the AMP approval procedure of the CAO or CAMO through that organisation's exposition referred to in point CAO.A.025 of Annex Vd~~, point M.A.704 of this Annex,~~ or point CAMO.A.300 of Annex Vc, as applicable.

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM M.B.303(a) Aircraft continuing airworthiness monitoring (ACAM)

COMBINED SURVEYS

In the interest of efficient use of competent authority resources, aircraft inspection procedures may be established covering the combined scope of various aircraft survey tasks performed by a competent authority, such as but not limited to:

– […]

– product survey in accordance with ~~M.B.704(c)~~point CAMO.B.305(b)(1);

– product audit in accordance with Part-145~~,~~ or Part-CAO ~~or Part-M Subpart F~~;

– review under supervision for airworthiness review staff authorisation, provided it covers the full scope of the physical survey in accordance with ~~M.A.710(c)~~point M.A.901(m); and

– […]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

M.B.305 Aircraft technical log system

(a) […]

(b) To enable the organisation to implement changes to the aircraft technical log system without prior competent authority approval, the competent authority shall approve the relevant procedure referred to in point CAMO.A.300(c) of Annex Vc, ~~or point M.A.704(c) of this Annex~~ or point CAO.A.025(c) of Annex Vd.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~M.B.601 Application~~

~~Where maintenance facilities are located in more than one Member State the investigation and continued oversight of the approval shall be carried out in conjunction with the competent authorities designated by the Member States in whose territory the other maintenance facilities are located.~~

~~M.B.602 Initial Approval~~

~~(a) Provided the requirements of points M.A.606(a) and (b) are complied with, the competent authority shall formally indicate its acceptance of the M.A.606(a) and (b) personnel to the applicant in writing.~~

~~(b) The competent authority shall establish that the procedures specified in the maintenance organisation manual comply with Subpart F of this Annex, and shall ensure that the accountable manager signs the commitment statement.~~

~~(c) The competent authority shall verify that the organisation is in compliance with the requirements laid down in Subpart F of this Annex.~~

~~(d) A meeting with the accountable manager shall be convened at least once during the investigation for approval to ensure that he/she fully understands the significance of the approval and the reason for signing the commitment of the organisation to compliance with the procedures specified in the manual.~~

~~(e) All findings shall be confirmed in writing to the applicant organisation.~~

~~(f) The competent authority shall record all findings, closure actions (actions required to close a finding) and recommendations.~~

~~(g) For initial approval all findings shall be corrected by the organisation and closed by the competent authority before the approval can be issued.~~

~~AMC M.B.602(a) Initial approval~~

~~1. 'Formally indicate in writing' means that an EASA Form 4 (Appendix X to AMC M.B.602(a) and AMC M.B.702(a)) should be used for this activity. With the exception of the accountable manager, an EASA Form 4 should be completed for each person nominated to hold a position required by M.A.606(b).~~

~~2. In the case of the accountable manager approval of the maintenance organisation manual containing the accountable manager's signed commitment statement constitutes formal acceptance.~~

~~AMC M.B.602(b) Initial approval~~

~~The competent authority should indicate approval of the maintenance organisation manual in writing.~~

~~AMC M.B.602(c) Initial approval~~

~~1. The competent authority should determine by whom, and how the audit shall be conducted. For example, it will be necessary to determine whether one large team audit or a short series of small team audits or a long series of single man audits are most appropriate for the particular situation.~~

~~2. The audit may be carried out on a product line type basis. For example, in the case of an organisation with Socata TB20 and Piper PA28 ratings, the audit is concentrated on one type only for a full compliance check. Dependent upon the result, the second type may only require a sample check that should at least cover the activities identified as weak for the first type.~~

~~3. The competent authority auditing surveyor should always ensure that he/she is accompanied throughout the audit by a senior technical member of the organisation. The reason for being accompanied is to ensure the organisation is fully aware of any findings during the audit.~~

~~4. The auditing surveyor should inform the senior technical member of the organisation at the end of the audit visit on all findings made during the audit.~~

~~AMC M.B.602(e) Initial approval~~

~~1. Findings should be recorded on an audit report form with a provisional categorisation as a level 1 or 2. Subsequent to the audit visit that identified the particular findings, the competent authority should review the provisional finding levels, adjusting them if necessary and change the categorisation from 'provisional' to 'confirmed'.~~

~~2. All findings should be confirmed in writing to the applicant organisation within 2 weeks of the audit visit.~~

~~3. There may be occasions when the competent authority finds situations in the applicant's organisation on which it is unsure about compliance. In this case, the organisation should be informed about possible non-compliance at the time and the fact that the situation will be reviewed within the competent authority before a decision is made. If the review concludes that there is no finding then a verbal confirmation to the organisation will suffice.~~

~~AMC M.B.602(f) Initial approval~~

~~1. The audit report should be made on an EASA Form 6F (see appendix VI).~~

~~2. A quality review of the EASA Form 6F audit report should be carried out by a competent independent person nominated by the competent authority. The review should take into account the relevant paragraphs of M.A. Subpart F, the categorisation of finding levels and the~~

closure action taken. Satisfactory review of the audit form should be indicated by a signature on the EASA Form 6F.

AMC M.B.602(g) Initial approval

The audit reports should include the date each finding was cleared together with reference to the competent authority report or letter that confirmed the clearance.

M.B.603 Issue of approval

(a) The competent authority shall issue to the applicant an EASA Form 3 approval certificate (Appendix V to this Annex), which includes the extent of the approval, when the maintenance organisation is in compliance with the applicable points of this Annex.

(b) The competent authority shall indicate the conditions attached to the approval on the EASA Form 3 approval certificate.

(c) The reference number shall be included on the EASA Form 3 approval certificate in a manner specified by the Agency.

AMC M.B.603(a) Issue of approval

1. For approvals involving more than one competent authority, the approval should be granted in conjunction with the competent authorities of the Member States in whose territories the other maintenance organisation facilities are located. For practical reasons the initial approval should be granted on the basis of a joint audit visit by the approving competent authority and competent authorities of the Member States in whose territories the other maintenance organisation facilities are located. Audits related to the continuation of the approval should be delegated to the competent authorities of the Member States in whose territories the other maintenance organisation facilities are located. The resulting audit form and recommendation should then be submitted to the approving competent authority.

2. The approval should be based upon the organisational capability relative to M.A. Subpart F compliance and not limited by reference to individual EASA certificated products.

   For example, if the organisation is capable of maintaining within the limitation of M.A. Subpart F the Cessna 100 series aircraft the approval schedule should state A2 Cessna 100 series and not Cessna 172RG which is a particular designator for one of many Cessna 100 series.

3. **Special case for ELA1 aircraft:**

   In order to promote standardisation, for this category of aircraft the following approach is recommended:

   - Possible ratings to be endorsed in EASA Form 3:
     - ELA1 sailplanes;
     - ELA1 powered sailplanes and ELA1 aeroplanes;

– ELA1 balloons;

– ELA1 airships.

– Before endorsing any of those ratings (for example, ELA1 sailplanes) in EASA Form 3, the competent authority should audit that the organisation is capable of maintaining at least one aircraft type (for example, one type of sailplanes within the ELA1 category), including the availability of the necessary facilities, equipment, tooling, material, maintenance data, and certifying staff.

– It is acceptable that the detailed scope of work in the Maintenance Organisation Manual (MOM) contains the same ratings endorsed in EASA Form 3 (for example, ELA1 sailplanes), without a need to further limit them. However, the maintenance organisation will only be able to maintain a certain aircraft type when all the necessary facilities, equipment, tooling, material, maintenance data, and certifying staff are available.

AMC M.B.603(c) Issue of approval

The numeric sequence of the approval reference should be unique to the particular approved maintenance organisation.

M.B.604 Continuing oversight

(a) The competent authority shall keep and update a programme listing, for each maintenance organisation approved in accordance with Subpart F of Section B of this Annex under its supervision, the dates when audit visits are due and when such visits were carried out.

(b) Each organisation shall be completely audited at periods not exceeding 24 months.

(c) All findings shall be confirmed in writing to the applicant organisation.

(d) The competent authority shall record all findings, closure actions (actions required to close a finding) and recommendations.

(e) A meeting with the accountable manager shall be convened at least once every 24 months to ensure he/she remains informed of significant issues arising during audits.

AMC M.B.604(b) Continuing oversight

1. Where the competent authority has decided that a series of audit visits are necessary to arrive at a complete audit of an approved maintenance organisation, the program should indicate which aspects of the approval will be covered on each visit.

2. It is recommended that part of an audit concentrates on the organisations internal self monitoring reports produced by the organisational review to determine if the organisation is identifying and correcting its problems.

3. At the successful conclusion of the audit(s) including verification of the manual, an audit report form should be completed by the auditing surveyor including all recorded findings, closure actions and recommendation. An EASA Form 6F should be used for this activity.

4. Credit may be claimed by the competent authority surveyor(s) for specific item audits completed during the preceding 23-month period subject to four conditions:

   (a) the specific item audit should be the same as that required by M.A. Subpart F latest amendment, and

   (b) there should be satisfactory evidence on record that such specific item audits were carried out and that all corrective actions have been taken, and

   (c) the competent authority surveyor(s) should be satisfied that there is no reason to believe standards have deteriorated in respect of those specific item audits being granted a back credit;

   (d) the specific item audit being granted a back credit should be audited not later than 24 months after the last audit of the item.

5. When performing the oversight of an organisation that holds more than one approval pursuant to this Regulation, the competent authority should arrange the audits to cover both approvals avoiding a duplicated visit of a particular area.

M.B.605 Findings

(a) When during audits or by other means evidence is found showing non-compliance with a requirement laid down in this Annex or Annex Vb (Part-ML), the competent authority shall take the following actions:

   1. For level 1 findings, immediate action shall be taken by the competent authority to revoke, limit or suspend in whole or in part, depending upon the extent of the level 1 finding, the maintenance organisation approval, until successful corrective action has been taken by the organisation.

   2. For level 2 findings, the competent authority shall grant a corrective action period appropriate to the nature of the finding that shall not be more than three months. In certain circumstances, at the end of this first period and subject to the nature of the finding, the competent authority can extend the three month period subject to a satisfactory corrective action plan.

(b) Action shall be taken by the competent authority to suspend in whole or part the approval in case of failure to comply within the timescale granted by the competent authority.

AMC M.B.605(a)(1) Findings

For a level 1 finding it may be necessary for the competent authority to ensure that further maintenance and re-certification of all affected products is accomplished, dependent upon the nature of the finding.

M.B.606 Changes

(a) The competent authority shall comply with the applicable elements of the initial approval for any change to the organisation notified in accordance with point M.A.617.

(b) The competent authority may prescribe the conditions under which the approved maintenance organisation may operate during such changes, unless it determines that the approval should be suspended due to the nature or the extent of the changes.

(c) For any change to the maintenance organisation manual:

1. in the case of direct approval of changes in accordance with point (b) of point M.A.604, the competent authority shall verify that the procedures specified in the manual are in compliance with this Annex before formally notifying the approved organisation of the approval;

2. in the case of an indirect approval of changes in accordance with point (c) of point M.A.604, the competent authority shall ensure that:

(i) the changes remain minor;

(ii) it has adequate control over the approval of the changes to ensure they remain in compliance with the requirements of this Annex.

AMC M.B.606 Changes

1. Changes in nominated persons.

The competent authority should have adequate control over any changes to personnel specified in M.A.606(a) and (b). Such changes will require an amendment to the manual.

2. It is recommended that a simple manual status sheet is maintained which contains information on when an amendment was received by the competent authority and when it was approved.

3. The competent authority should define the minor amendments to the manual which may be incorporated through indirect approval. In this case a procedure should be stated in the amendment section of the maintenance organisation manual.

Changes notified in accordance with M.A.617 are not considered minor.

For all cases other than minor, the applicable part(s) of the EASA Form 6F should be used for the change.

4. The approved maintenance organisation should submit each manual amendment to the competent authority whether it be an amendment for competent authority approval or an indirectly approved amendment. Where the amendment requires competent authority approval, the competent authority when satisfied, should indicate its approval in writing. Where the amendment has been submitted under the indirect approval procedure the competent authority should acknowledge receipt in writing.

M.B.607 Revocation, suspension and limitation of an approval

The competent authority shall:

(a) suspend an approval on reasonable grounds in the case of potential safety threat, or;

(b) suspend, revoke or limit an approval pursuant to point M.B.605.

Rationale:

- *Part-M Subpart F (M.A.6xx, M.B.6xx) is deleted as further explained in Section 2.3 of the Explanatory Note.*

~~M.B.701 Application~~

~~(a) For licenced air carriers in accordance with Regulation (EC) No 1008/2008 the competent authority shall receive for approval with the initial application for the air operator's certificate and where applicable any variation applied for and for each aircraft type to be operated:~~

~~1. the continuing airworthiness management exposition;~~

~~2. the operator's aircraft maintenance programmes;~~

~~3. the aircraft technical log;~~

~~4. where appropriate the technical specification of the maintenance contracts between the CAMO and Part-145 approved maintenance organisation.~~

~~(b) Where facilities are located in more than one Member State the investigation and continued oversight of the approval shall be carried out in conjunction with the competent authorities designated by the Member States in whose territory the other facilities are located.~~

~~AMC M.B.701(a) Application~~

~~1. The documents listed in M.B.701(a) points (1), (2) and (3) may require approval. Draft documents should be submitted at the earliest opportunity so that assessment of the application can begin. Grant or change cannot be effected until the competent authority has received the completed documents. This information is required to enable the competent authority to conduct its assessment in order to determine the volume of oversight work necessary and the locations at which it will be accomplished.~~

~~2. If considered appropriate for the assessment, the competent authority may request that at the time of initial application or change of the approval schedule the CAMO applicant provides a copy of the technical specifications of the contracts with Part-145 organisations to demonstrate that arrangements are in place for all base and scheduled line maintenance for an appropriate period of time.~~

~~M.B.702 Initial approval~~

~~(a) Provided the requirements of points M.A.706(a), (c), (d) and M.A.707 are complied with, the competent authority shall formally indicate its acceptance of the M.A.706(a), (c), (d) and M.A.707 personnel to the applicant in writing.~~

~~(b) The competent authority shall establish that the procedures specified in the continuing airworthiness management exposition comply with Section A, Subpart G of this Annex (Part-M) and ensure the accountable manager signs the commitment statement.~~

(c) The competent authority shall verify the organisation's compliance with requirements laid down in Section A, Subpart G of this Annex (Part-M).

(d) A meeting with the accountable manager shall be convened at least once during the investigation for approval to ensure that he/she fully understands the significance of the approval and the reason for signing the exposition commitment of the organisation to compliance with the procedures specified in the continuing airworthiness management exposition.

(e) All findings shall be confirmed in writing to the applicant organisation.

(f) The competent authority shall record all findings, closure actions (actions required to close a finding) and recommendations.

(g) For initial approval all findings shall be corrected by the organisation and closed by the competent authority before the approval can be issued.

AMC M.B.702(a) Initial approval

1. 'Formally indicate in writing' means that an EASA Form 4 (Appendix X to AMC M.B.602(a) and AMC M.B.702(a)) should be used for this activity. With the exception of the accountable manager, an EASA Form 4 should be completed for each person nominated to hold a position required by M.A.706(c), (d) and M.A.707.

2. In the case of the accountable manager, approval of the continuing airworthiness management exposition containing the accountable manager's signed commitment statement constitutes formal acceptance, once the authority has held a meeting with the accountable manager and is satisfied with its results.

AMC M.B.702(b) Initial approval

1. The competent authority should indicate approval of the continuing airworthiness management exposition in writing.

2. Contracts for sub-contracting continuing airworthiness management tasks by CAMOs should be included in the continuing airworthiness organisation exposition. The competent authorities should verify that the standards set forth in AMC M.A.711(a)(3) have been met when approving the exposition.

3. The competent authority while investigating the acceptability of the proposed subcontracted continuing airworthiness management tasks arrangements will take into account, in the subcontracted organisation, all other such contracts that are in place irrespective of state of registry in terms of sufficiency of resources, expertise, management structure, facilities and liaison between the CAMO, the subcontracted organisation and, where applicable, the contracted maintenance organisation(s).

~~AMC M.B.702(c) Initial approval~~

~~1. The competent authority should determine by whom, and how the audit shall be conducted. For example, it will be necessary to determine whether one large team audit or a short series of small team audits or a long series of single man audits are most appropriate for the particular situation.~~

~~2. The audit may be carried out on a product line type basis. For example, in the case of an organisation with Airbus A320 and Airbus A310 ratings, the audit is concentrated on one type only for a full compliance check. Dependent upon the result, the second type may only require a sample check that should at least cover the activities identified as weak for the first type.~~

~~3. When determining the scope of the audit and which activities of the organisation will be assessed during the audit, the privileges of the approved organisation should be taken into account, e.g. approval to carry out airworthiness reviews.~~

~~4. The competent authority auditing surveyor should always ensure that he/she is accompanied throughout the audit by a senior technical member of the organisation. Normally this is the quality manager. The reason for being accompanied is to ensure the organisation is fully aware of any findings during the audit.~~

~~5. The auditing surveyor should inform the senior technical member of the organisation at the end of the audit visit on all findings made during the audit.~~

~~AMC M.B.702(e) Initial approval~~

~~1. Findings should be recorded on an audit report form with a provisional categorisation as a level 1 or 2. Subsequent to the audit visit that identified the particular findings, the competent authority should review the provisional finding levels, adjusting them if necessary and change the categorisation from 'provisional' to 'confirmed'.~~

~~2. All findings should be confirmed in writing to the applicant organisation within 2 weeks of the audit visit.~~

~~3. There may be occasions when the competent authority finds situations in the applicant's organisation on which it is unsure about compliance. In this case, the organisation should be informed about possible non-compliance at the time and the fact that the situation will be reviewed within the competent authority before a decision is made. If the review concludes that there is no finding then a verbal confirmation to the organisation will suffice.~~

~~AMC M.B.702(f) Initial approval~~

~~1. The audit report form should be the EASA Form 13 (Appendix VII).~~

~~2. A quality review of the EASA Form 13 audit report should be carried out by a competent independent person nominated by the competent authority. The review should take into account the relevant paragraphs of M.A. Subpart G, the categorisation of finding levels and the~~

closure action taken. Satisfactory review of the audit form should be indicated by a signature on the EASA Form 13.

AMC M.B.702(g) Initial approval

The audit reports should include the date each finding was cleared together with reference to the competent authority report or letter that confirmed the clearance.

M.B.703 Issue of approval

(a) The competent authority shall issue to the applicant an EASA Form 14-MG approval certificate (Appendix VI to this Annex) which includes the extent of approval, when the continuing airworthiness management organisation is in compliance with Section A, Subpart G of this Annex (Part-M).

(b) The competent authority shall indicate the validity of the approval on the EASA Form 14-MG approval certificate.

(c) The reference number shall be included on the Form 14-MG approval certificate in a manner specified by the Agency.

(d) In the case of licenced air carriers in accordance with Regulation (EC) No 1008/2008, the information contained on an EASA Form 14-MG will be included on the air operator's certificate.

AMC M.B.703 Issue of approval

The table shown for the Approval Schedule in EASA Form 14 includes a field designated as 'Aircraft type/series/group'

The intention is to give maximum flexibility to the competent authority to customise the approval to a particular organisation.

Possible alternatives to be included in this field are the following:

- A specific type designation that is part of a type certificate, such as Airbus 340-211 or Cessna 172R.
- A type rating (or series) as listed in Part-66 Appendix I to AMC, which may be further subdivided, such as Boeing 737-600/700/800, Boeing 737-600, Cessna 172 Series.
- An aircraft group such as, for example, 'all sailplanes and powered sailplanes' or 'Cessna single piston engined aircraft' or 'Group 3 aircraft' (as defined in 66.A.5) or 'aircraft below 2 730 kg MTOM'.

Reference to the engine type installed in the aircraft may or may not be included, as necessary.

It is important to note that the scope of work defined in EASA Form 14 is further limited to the one defined in the Continuing Airworthiness Management Exposition (CAME). It is this scope of work in the CAME which ultimately defines the approval of the organisation. As a consequence, it is possible for a competent authority to endorse in EASA Form 14, for example, a scope of work for Group 3 aircraft while the detailed scope of work defined in the CAME does not include all Group 3 aircraft.

~~Nevertheless, in all cases, the competent authority should be satisfied that the organisation has the capability to manage the types/groups/series endorsed in the EASA Form 14.~~

~~Since the activities linked to continuing airworthiness management are mainly process-oriented rather than facility/tooling-oriented, changes to the detailed scope of work defined in the CAME (either directly or through a capability list), within the limits already included in EASA Form 14, may be considered as not affecting the approval and not subject to M.A.713. As a consequence, for these changes the competent authority may allow the use by the CAMO of the indirect approval procedure defined in M.A.704(c).~~

~~In the example mentioned above, before endorsing the Group 3 in EASA Form 14 for the first time, the competent authority should make sure that the organisation is capable of managing this category of aircraft as a whole. In particular, the competent authority should ensure that Baseline/Generic Maintenance Programmes (see M.A.709) or individual maintenance programmes (for contracted customers) are available for all the aircraft which are intended to be initially included in the scope of work detailed in the CAME. Later on, if changes need to be introduced in the detailed scope of work detailed in the CAME to include new aircraft types (within Group 3), this may be done by the CAMO through the use of the indirect approval procedure.~~

~~Since, as mentioned above, the competent authority should make sure that the organisation is capable of managing the requested category as a whole, it is not reasonable to grant a full Group 3 approval based on an intended scope of work which is limited to, for example, a Cessna 172 aircraft. However, it may be reasonable to grant such full Group 3 approval, after showing appropriate capability, for an intended scope of work covering several aircraft types or series of different complexity and which are representative of the full Group 3.~~

~~**Special case for ELA1 aircraft:**~~

~~In order to promote standardisation, for this category of aircraft the following approach is recommended:~~

- ~~Possible ratings to be endorsed in EASA Form 14:~~
  - ~~ELA1 sailplanes;~~
  - ~~ELA1 powered sailplanes and ELA1 aeroplanes;~~
  - ~~ELA1 balloons;~~
  - ~~ELA1 airships.~~
- ~~Before endorsing any of those ratings (for example, ELA1 sailplanes) in EASA Form 14, the competent authority should audit that the organisation is capable of managing at least one aircraft type (for example, one type of sailplanes within the ELA1 category), including the availability of the necessary facilities, data, maintenance programmes, and staff.~~
- ~~It is acceptable that the detailed scope of work in the CAME contains the same ratings endorsed in EASA Form 14 (for example, ELA1 sailplanes), without a need to further limit them. However, the CAMO will only be able to manage a certain aircraft type when all the necessary facilities, data, maintenance programmes and staff are available.~~

AMC M.B.703(a) Issue of approval

For approvals involving more than one competent authority, the approval should be granted in conjunction with the competent authority of the Member States in whose territories the other continuing airworthiness management organisation facilities are located. For practical reasons the initial approval should be granted on the basis of a joint audit visit by the approving competent authority and competent authority of the Member States in whose territories the other continuing airworthiness management organisation facilities are located. Audits related to the renewal of the approval should be delegated to the competent authority of the Member States in whose territories the other continuing airworthiness management organisation facilities are located. The resulting audit form and recommendation should then be submitted to the approving competent authority.

AMC M.B.703(c) Issue of approval

The numeric sequence should be unique to the particular CAMO.

M.B.704 Continuing oversight

(a) The competent authority shall keep and update a program listing, for each continuing airworthiness organisation approved under Section A, Subpart G of this Annex (Part-M) under its supervision, the dates when audit visits are due and when such visits were carried out.

(b) Each organisation shall be completely audited at periods not exceeding 24 months.

(c) A relevant sample of the aircraft managed by the organisation approved under Section B, Subpart G of this Annex (Part-M) shall be surveyed in every 24 month period. The size of the sample will be decided by the competent authority based on the result of prior audits and earlier product surveys.

(d) All findings shall be confirmed in writing to the applicant organisation.

(e) The competent authority shall record all findings, closure actions (actions required to close a finding) and recommendations.

(f) A meeting with the accountable manager shall be convened at least once every 24 months to ensure he/she remains informed of significant issues arising during audits.

AMC M.B.704(b) Continuing oversight

1. Where the competent authority has decided that a series of audit visits are necessary to arrive at a complete audit of an approved continuing airworthiness management organisation, the program should indicate which aspects of the approval will be covered on each visit.

2. It is recommended that part of an audit concentrates on two ongoing aspects of the M.A. Subpart G approval, namely the organisations internal self monitoring quality reports produced by the quality monitoring personnel to determine if the organisation is identifying

and correcting its problems and secondly the number of concessions granted by the quality manager.

3. At the successful conclusion of the audit(s) including verification of the exposition, an audit report form should be completed by the auditing surveyor including all recorded findings, closure actions and recommendation. An EASA Form 13 should be used for this activity.

4. Credit may be claimed by the competent authority surveyor(s) for specific item audits completed during the preceding 23 month period subject to four conditions:

   (a) the specific item audit should be the same as that required by M.A. Subpart G latest amendment, and

   (b) there should be satisfactory evidence on record that such specific item audits were carried out and that all corrective actions have been taken, and

   (c) the competent authority surveyor(s) should be satisfied that there is no reason to believe standards have deteriorated in respect of those specific item audits being granted a back credit;

   (d) the specific item audit being granted a back credit should be audited not later than 24 months after the last audit of the item.

5. When a CAMO sub-contracts continuing airworthiness management tasks all sub-contracted organisations should also be audited by the competent authority at periods not exceeding 24 months (credits per paragraph 4 above are permitted) to ensure they fully comply with M.A. Subpart G. For these audits, the competent authority auditing surveyor should always ensure that he/she is accompanied throughout the audit by a senior technical member of the CAMO. All findings should be sent to and corrected by the CAMO.

6. When performing the oversight of organisations that hold various approvals, the competent authority should arrange the audits to cover all approvals avoiding a duplicated visit of a particular area.

M.B.705 Findings

(a) When during audits or by other means, evidence is found showing non-compliance to a requirement laid down in this Annex (Part-M) or Annex Vb (Part-ML), as applicable, the competent authority shall take the following actions:

   1. For level 1 findings, immediate action shall be taken by the competent authority to revoke, limit or suspend in whole or in part, depending upon the extent of the level 1 finding, the continuing airworthiness management organisation approval, until successful corrective action has been taken by the organisation.

   2. For level 2 findings, the competent authority shall grant a corrective action period appropriate to the nature of the finding that shall not be more than three months. In certain circumstances, at the end of this first period, and subject to the nature of the finding the competent authority can extend the three month period subject to a satisfactory corrective action plan.

(b) Action shall be taken by the competent authority to suspend in whole or part the approval in case of failure to comply within the timescale granted by the competent authority.

AMC M.B.705(a)(1) Findings

For a level 1 finding the competent authority should inform the owner/operator and the competent authority of any potentially affected aircraft in order that corrective action can be taken to ensure possible unsafe conditions on these aircraft are corrected before further flight.

Furthermore, a level 1 finding could lead to a non-compliance to be found on an aircraft as specified in M.B.303(f).

M.B.706 Changes

(a) The competent authority shall comply with the applicable elements of the initial approval for any change to the organisation notified in accordance with point M.A.713.

(b) The competent authority may prescribe the conditions under which the approved continuing airworthiness management organisation may operate during such changes unless it determines that the approval should be suspended due to the nature or the extent of the changes.

(c) For any change to the continuing airworthiness management exposition:

1. In the case of direct approval of changes in accordance with point M.A.704(b) of this Annex (Part-M), the competent authority shall verify that the procedures specified in the exposition are in compliance with this Annex (Part-M) or Annex Vb (Part-ML), as applicable, before formally notifying the approved organisation of the approval.

2. In the case an indirect approval procedure is used for the approval of the changes in accordance with point M.A.704(c) of this Annex (Part-M), the competent authority shall ensure all of the following:

(i) that the changes remain minor;

(ii) that it has an adequate control over the approval of the changes to ensure they remain in compliance with the requirements of this Annex (Part-M) or Annex Vb (Part-ML), as applicable.

AMC M.B.706 Changes

1. Changes in nominated persons. The competent authority should have adequate control over any changes to the personnel specified in M.A.706(a), (c), (d) and (i). Such changes will require an amendment to the exposition.

2. It is recommended that a simple exposition status sheet is maintained which contains information on when an amendment was received by the competent authority and when it was approved.

3. The competent authority should define the minor amendments to the exposition which may be incorporated through indirect approval. In this case a procedure should be stated in the amendment section of the approved continuing airworthiness management exposition.

4. Changes notified in accordance with M.A.713 are not considered minor. For all cases other than minor, the applicable part(s) of the EASA Form 13 should be used for the change.

5. The CAMO should submit each exposition amendment to the competent authority whether it be an amendment for competent authority approval or an indirectly approved amendment. Where the amendment requires competent authority approval, the competent authority when satisfied, should indicate its approval in writing. Where the amendment has been submitted under the indirect approval procedure the competent authority should acknowledge receipt in writing.

M.B.707 Revocation, suspension and limitation of an approval

The competent authority shall:

(a) suspend an approval on reasonable grounds in the case of potential safety threat, or;

(b) suspend, revoke or limit an approval pursuant to point M.B.705.

Rationale:

- *Part-M Subpart G (M.A.7xx, M.B.7xx) is deleted as further explained in Section 2.3 of the Explanatory Note.*

APPENDICES TO ANNEX I (PART-M)

Appendix I — Continuing airworthiness management contract

[…]

7. Additional requirements in the case of applying point M.A.201(ea)

[…]

7.2. Additional obligations of the CAMO:

[…]

2. obtain the agreement from the operator before subcontracting continuing airworthiness management tasks;

[…]

[…]

Rationale:

- *Point (7.2)(2) is proposed to be amended to correct the reference to continuing airworthiness tasks, where the intention is to refer to continuing airworthiness **management** tasks specifically.*

Appendix II — Authorised Release Certificate — EASA Form 1

[…]

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

[…]

Block 8 Part Number

Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller the type designation may be used. For on-wing non-destructive testing (NDT) tasks on structural components that are not easily identifiable in the applicable maintenance data (e.g. aircraft skin), provide sufficient information to clearly identify the components subject to the NDT tasks, such as the designation of the structure, its location, and the aircraft serial number. Alternatively, this information may be recorded in block 12, in which case block 8 should make reference to that block.

[…]

(i)	Overhauled	.	Means a process that ensures the item is in complete conformity with all the applicable service tolerances specified in the maintenance data as set out in point M.A.401 or point ML.A.401 ~~type certificate holder's, or equipment manufacturer's instructions for continued airworthiness or in the data which is approved or accepted by the Authority~~. The item will be at least disassembled, cleaned, inspected,

			repaired as necessary, reassembled and tested in accordance with the above specified data.
[…]			

Block 12 Remarks

[…]

Examples of information to be entered in block 12 are:

[…]

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

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

[…]

Block 14a

[…]

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

[…]

[…]

Rationale:

- *The content of block 8 is proposed to be amended to cover cases where an NDT task is performed on on-wing structural components for which it is not practicable to identify the P/N. In such cases, alternative information may be given, provided that it clearly identifies the components subject to the NDT tasks. This information may alternatively be recorded in block 12.*
- *for clarity, the description of the term 'overhauled' of Block 11 is proposed to be amended due to the incorrect expression 'equipment manufacturer's instructions for continued airworthiness', which is replaced with 'maintenance data', aligning the wording with M(L).A.401(b)(4).*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC to Appendix II to Part-M — Use of the EASA Form 1 for maintenance

[…]

2. Electronic signature and electronic exchange of the EASA Form 1

[…]

b) Characteristics of the electronic system generating the EASA Form 1

[…]

~~This electronic signature should be an electronically generated value based on a cryptographic algorithm and appended to data in a way to enable the verification of the data's source and integrity.~~

~~Organisation(s) are reminded that additional national and/or European requirements may need to be satisfied when operating electronic systems. 'Directive 1999/93/EC of the European Parliament and of the Council of 13 December 1999 on a Community framework for electronic signatures', as last amended, may constitute a reference.~~

Additionally, an acceptable means of ensuring the identification of the signatory and the data integrity of the EASA Form 1 is to use an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS).

[…]

[…]

Rationale:

- *This AMC is proposed to be amended to associate data integrity and signatory identification characteristics with the implementation of requirements set out for advanced electronic signatures in Regulation (EU) No 910/2014 (eIDAS). Concurrently, the previous wording and reference to Directive 1999/93/EC, which was superseded by the eIDAS Regulation, are deleted for update and simplification purposes.*

GM1 Appendix III — Airworthiness Review Certificate — EASA Form 15

FORMAT OF THE CERTIFICATE

The organisation or the competent authority may issue the certificate either in physical format (i.e. as a printed copy) or in digital format (e.g. as an electronic file).

Where the airworthiness review certificate is issued in digital format, the signature or signatures displayed on the certificate are expected to be electronic signatures or seals ensuring data integrity and identifying the organisation or the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is proposed to be added to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity as regards how organisations and competent authorities may issue airworthiness review certificates (i.e. format and signature).*

~~Appendix IV — Class and rating system for the terms of approval of maintenance organisations referred to in Annex I (Part-M), Subpart F~~

~~1. Except as stated otherwise for the smallest organisations referred to in point 11, the table in point 12 provides for the standard system for the approval of a maintenance organisation referred to in Annex I (Part-M), Subpart F. An organisation must be granted an approval that ranges from a single class and rating with limitations to all classes and ratings with limitations.~~

~~2. In addition to the table referred to in point 12, the approved maintenance organisation is required to indicate its scope of work in its maintenance organisation manual.~~

~~3. Within the approval class(es) and rating(s) granted by the competent authority, the scope of work specified in the maintenance organisation exposition defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organisations scope of work are matching.~~

~~4. *A category A class rating* means that the approved maintenance organisation may carry out maintenance on the aircraft and any component (including engines and/or Auxiliary Power Units (APUs), in accordance with aircraft maintenance data or, if agreed by the competent authority, in accordance with component maintenance data, only whilst such components are fitted to the aircraft. Nevertheless, such A rated approved maintenance organisation may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not eligible for the provisions of this point. This will be subject to a control procedure in the maintenance organisation exposition to be approved by the competent authority. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval.~~

~~5. *A category B class rating* means that the approved maintenance organisation may carry out maintenance on the uninstalled engine and/or APU and engine and/or APU components, in accordance with engine and/or APU maintenance data or, if agreed by the competent authority, in accordance with component maintenance data, only whilst such components are fitted to the engine and/or APU. Nevertheless, such B rated approved maintenance organisation may temporarily remove a component for maintenance, in order to improve access to that component, except when such removal generates the need for additional maintenance not eligible for the provisions of this point. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A maintenance organisation approved with a category B class rating may also carry out maintenance on an installed engine during 'base' and 'line' maintenance subject to a control procedure in the maintenance organisation exposition to be approved by the competent authority. The maintenance organisation exposition scope of work shall reflect such activity where permitted by the competent authority.~~

6. *A category C class rating* means that the approved maintenance organisation may carry out maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the aircraft or engine/APU. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A maintenance organisation approved with a category C class rating may also carry out maintenance on an installed component during base and line maintenance or at an engine/APU maintenance facility subject to a control procedure in the maintenance organisation exposition to be approved by the competent authority. The maintenance organisation exposition scope of work shall reflect such activity where permitted by the competent authority.

7. *A category D class rating* is a self contained class rating not necessarily related to a specific aircraft, engine or other component. The D1 — Non Destructive Testing (NDT) rating is only necessary for an approved maintenance organisation that carries out NDT as a particular task for another organisation. A maintenance organisation approved with a class rating in A or B or C category may carry out NDT on products it is maintaining subject to the maintenance organisation exposition containing NDT procedures, without the need for a D1 class rating.

8. The *limitation* section is intended to give the competent authorities the flexibility to customise the approval to any particular organisation. Ratings shall be mentioned on the approval only when appropriately limited. The table referred to in point 12 specifies the types of limitation possible. Whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the organisation (an example could be avionic systems installations and related maintenance). Such mention in the limitation section indicates that the maintenance organisation is approved to carry out maintenance up to and including this particular type/task.

9. When reference is made to *series, type and group* in the limitation section of class A and B, series means a specific type series such as Cessna 150 or Cessna 172 or Beech 55 series or continental O-200 series etc; type means a specific type or model such as Cessna 172RG type; any number of series or types may be quoted; group means for example Cessna single piston engine aircraft or Lycoming non-supercharged piston engines, etc.

10. When a *lengthy capability list* is used which could be subject to frequent amendments, then such amendments may be performed in accordance with the indirect approval procedure referred to in points M.A.604(c) and M.B.606(c).

11. A maintenance organisation which employs only one person to both plan and carry out all maintenance can only hold a limited scope of approval rating. The maximum permissible limits are:

CLASS	RATING	LIMITATION
CLASS AIRCRAFT	RATING A2 AEROPLANES 5700 KG AND BELOW	PISTON ENGINE 5700 KG AND BELOW
CLASS AIRCRAFT	RATING A3 HELICOPTERS	SINGLE PISTON ENGINE 3175 KG AND BELOW
CLASS AIRCRAFT	RATING A4 AIRCRAFT OTHER THAN A1, A2 AND A3	NO LIMITATION
CLASS ENGINES	RATING B2 PISTON	LESS THAN 450 HP
CLASS COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs.	C1 TO C22	AS PER CAPABILITY LIST

CLASS	RATING	LIMITATION
CLASS SPECIALISED	D1 NDT	NDT METHOD(S) TO BE SPECIFIED.

It should be noted that such an organisation may be further limited by the competent authority in the terms of approval depending on the capability of the particular organisation.

12. Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A2 Aeroplanes 5 700 kg and below	[Shall state aeroplane manufacturer or group or series or type and/or the maintenance task(s)] *Example: DHC-6 Twin Otter Series* State whether the issue of airworthiness review certificates is authorised	[YES/NO] (*)	[YES/NO] (*)
	A3 Helicopters	[Shall state helicopter manufacturer or group or series or type and/or the maintenance task(s)] *Example: Robinson R44*	[YES/NO] (*)	[YES/NO] (*)
	A4 Aircraft other than A1, A2 and A3	[Shall state aircraft category (sailplane, balloon, airship, etc.), manufacturer or group or series or type and/or the maintenance task(s)] State whether the issue of airworthiness review certificates is authorised	[YES/NO] (*)	[YES/NO] (*)
ENGINES	B1 Turbine	[Shall state engine series or type and/or the maintenance task(s)] *Example: PT6A Series*		
	B2 Piston	[Shall state engine manufacturer or group or series or type and/or the maintenance task(s)]		
	B3 APU	[Shall state engine manufacturer or series or type and/or the maintenance task(s)]		
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs - -	C1 Air Cond & Press C2 Auto Flight C3 Comms and Nav C4 Doors — Hatches C5 Electrical Power & Lights C6 Equipment	[Shall state aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross refer to a capability list in the exposition and/or the maintenance task(s).] *Example: PT6A Fuel Control* - - - -		

~~CLASS~~	~~RATING~~	~~LIMITATION~~	~~BASE~~	~~LINE~~
	~~C7 Engine — APU~~	- -		
	~~C8 Flight Controls~~			
	~~C9 Fuel~~			
	~~C10 Helicopter — Rotors~~			
	~~C11 Helicopter — Trans~~			
	~~C12 Hydraulic Power~~			
	~~C13 Indicating — recording system~~			
	~~C14 Landing Gear~~			
	~~C15 Oxygen~~			
	~~C16 Propellers~~			
	~~C17 Pneumatic & Vacuum~~			
	~~C18 Protection ice/rain/fire~~			
	~~C19 Windows~~			
	~~C20 Structural~~			
	~~C21 Water ballast~~			
	~~C22 Propulsion Augmentation~~			
~~SPECIALISED SERVICES~~	~~D1 Non-Destructive Testing~~	~~[Shall state particular NDT method(s)]~~		
~~(*) Delete as appropriate~~				

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix V — Maintenance Organisation Certificate referred to in Annex I (Part-M), Subpart F — EASA Form 3-MF~~

~~Page 1 of 2~~

~~[MEMBER STATE (*)]~~
~~A Member of the European Union (**)~~

~~MAINTENANCE ORGANISATION CERTIFICATE~~
~~Reference: [MEMBER STATE CODE (*)].MF.[XXXX]~~

~~Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and to Commission Regulation (EU) No 1321/2014 and subject to the conditions specified below, the [COMPETENT AUTHORITY OF THE MEMBER STATE (*)] hereby certifies:~~

~~[COMPANY NAME AND ADDRESS]~~

~~as a maintenance organisation in compliance with Section A, Subpart F of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014, approved to maintain the products, parts and appliances listed in the attached terms of approval and issue related certificates of release to service using the above references and, when stipulated, airworthiness review certificates after an airworthiness review as specified in point ML.A.903 of Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014 for those aircraft listed in the attached terms of approval.~~

~~CONDITIONS:~~

~~1. This certificate is limited to what is specified in the scope of work section of the approved maintenance organisation manual as referred to in Section A, Subpart F of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014; and~~
~~2. This certificate requires compliance with the procedures specified in the approved maintenance organisation manual; and~~
~~3. This certificate is valid whilst the approved maintenance organisation remains in compliance with Annex I (Part-M) and Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014.~~
~~4. Subject to compliance with the foregoing conditions, this certificate shall remain valid until 24 March 2022 unless the certificate has been surrendered, superseded, suspended or revoked before that date.~~

~~Date of original issue: .....~~
~~Date of this revision: .....~~
~~Revision No: .....~~
~~Signed: .....~~

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

~~EASA Form 3-MF Issue 6~~

~~(*) Or 'EASA' if EASA is the competent authority~~

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

Page 2 of 2

MAINTENANCE ORGANISATION TERMS OF APPROVAL

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

Organisation: [COMPANY NAME AND ADDRESS]

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

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

Maintenance organisation manual reference: .....

Date of original issue: .....

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

Signed: .....

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

EASA Form 3 MF Issue 6

(*) Or 'EASA' if EASA is the competent authority.

(**) Delete as appropriate if the organisation is not approved.

(***) Complete with the appropriate rating and limitation.

(****) Complete with the appropriate limitation and state whether the issue of airworthiness review certificates is authorised or not (only possible for ELA1 aircraft not involved in commercial operations when the organisation performs the airworthiness review together with the annual inspection contained in the AMP).

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~AMC to Appendix V to Part-M — Maintenance Organisation Approval referred to in Annex I (Part-M) Subpart F~~

~~The following fields on page 2 'Maintenance Organisation Approval Schedule' of the maintenance organisation approval certificate should be completed as follows:~~

- ~~Date of original issue: It refers to the date of the original issue of the maintenance organisation manual.~~
- ~~Date of last revision approved: It refers to the date of the last revision of the maintenance organisation manual affecting the content of the certificate. Changes to the maintenance organisation manual which do not affect the content of the certificate do not require the reissuance of the certificate.~~
- ~~Revision No: It refers to the revision No of the last revision of the maintenance organisation manual affecting the content of the certificate. Changes to the maintenance organisation manual which do not affect the content of the certificate do not require the reissuance of the certificate.~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix VI — Continuing airworthiness management organisation certificate referred to in Annex I (Part-M) Subpart G – EASA Form 14-MG~~

~~[MEMBER STATE (*)]~~

~~A Member of the European Union (**)~~

~~CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION CERTIFICATE~~

~~Reference: [MEMBER STATE CODE (*)].MG.XXXX (ref. AOC XX.XXXX)~~

~~Pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and to Commission Regulation (EU) No 1321/2014 for the time being in force and subject to the condition specified below, the [COMPETENT AUTHORITY OF THE MEMBER STATE (*)] hereby certifies:~~

~~[COMPANY NAME AND ADDRESS]~~

~~as a continuing airworthiness management organisation in compliance with Section A, Subpart G of Annex I (Part-M) of Regulation (EU) No 1321/2014, approved to manage the continuing airworthiness of the aircraft listed in the attached terms of approval and, when stipulated, to issue recommendations and airworthiness review certificates after an airworthiness review as specified in point M.A.901 of Annex I (Part-M) or ML.A.901 of Annex Vb (Part-ML), and, when stipulated, to issue permits to fly as specified in point M.A.711(c) of Annex I (Part-M) to that Regulation.~~

~~CONDITIONS~~

~~1. This certificate is limited to that specified in the scope of work section of the approved continuing airworthiness management exposition as referred to in Section A, Subpart G of Annex I (Part-M) to Regulation (EU) No 1321/2014.~~

~~2. This certificate requires compliance with the procedures specified in the continuing airworthiness management exposition approved in accordance with Subpart G of Annex I (Part-M) to Regulation (EU) No 1321/2014.~~

~~3. This certificate is valid whilst the approved continuing airworthiness management organisation remains in compliance with Annex I (Part-M) and, if applicable, Annex Vb (Part-ML) to Regulation (EU) No 1321/2014.~~

~~4. Where the continuing airworthiness management organisation contracts under its Quality System the service of an organisation or several organisations, this certificate remains valid subject to such organisation(s) fulfilling applicable contractual obligations.~~

~~5. Subject to compliance with the conditions 1 to 4 above, this certificate shall remain valid until 24 March 2022, unless the certificate has previously been surrendered, superseded, suspended or revoked.~~

~~If this form is also used for licenced air carriers in accordance with Regulation (EC) No 1008/2008, the Air Operator Certificate (AOC) number shall be added to the reference, in addition to the standard number, and the condition 5 shall be replaced by the following extra conditions 6, 7 and 8:~~

~~6. This certificate does not constitute an authorisation to operate the types of aircraft referred in condition 1. The authorisation to operate the aircraft is the AOC.~~

~~7. Termination, suspension or revocation of the AOC automatically invalidates this certificate in relation to the aircraft registrations specified in the AOC, unless otherwise explicitly stated by the competent authority.~~

~~8. Subject to compliance with conditions 1 to 4, 6 and 7, this certificate shall remain valid until 24 March 2022, unless the certificate has previously been surrendered, superseded, suspended or revoked.~~

~~Date of original issue: .....~~

~~Signed: .....~~

~~Date of this revision: ..... Revision No: .....~~

~~For the Competent Authority: [COMPETENT AUTHORITY OF THE MEMBER STATE (*)]~~

~~Page 1 of 2~~

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CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

TERMS OF APPROVAL

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

(ref. AOC XX.XXXX)

Organisation: [COMPANY NAME AND ADDRESS]

Aircraft type/series/group	Airworthiness review authorised	Permits to fly authorised	Organisation(s) working under quality system
	[YES/NO] (***)	[YES/NO] (***)	
	[YES/NO] (***)	[YES/NO] (***)	
	[YES/NO] (***)	[YES/NO] (***)	
	[YES/NO] (***)	[YES/NO] (***)	

These terms of approval are limited to that specified in the scope of work contained in the approved Continuing Airworthiness Management Exposition section .....

Continuing Airworthiness Management Exposition Reference: .....

Date of original issue: .....

Signed: .....

Date of this revision: ..... Revision No: .....

For the Competent Authority: [COMPETENT AUTHORITY OF THE MEMBER STATE *]

EASA Form 14-MG Issue 6

(*) Or EASA if EASA is the competent authority

(**) Delete for non-EU Member State or EASA

(***) Delete as appropriate if the organisation is not approved.

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~AMC to Appendix VI to Part-M — Continuing Airworthiness Management Organisation Approval referred to in Annex I (Part-M) Subpart G~~

~~The following fields on page 2 'Continuing Airworthiness Management Organisation Approval Schedule' of the continuing airworthiness management organisation approval certificate should be completed as follows:~~

- ~~Date of original issue: It refers to the date of the original issue of the continuing airworthiness management exposition~~
- ~~Date of last revision: It refers to the date of the last revision of the continuing airworthiness management exposition affecting the content of the certificate. Changes to the continuing airworthiness management exposition which do not affect the content of the certificate do not require the reissuance of the certificate.~~
- ~~Revision No: It refers to the revision No of the last revision of the continuing airworthiness management exposition affecting the content of the certificate. Changes to the continuing airworthiness management exposition which do not affect the content of the certificate do not require the reissuance of the certificate.~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

APPENDICES TO AMC AND GM TO ANNEX I (PART-M)

Appendix I to AMC M.A.302 and AMC M.B.301(b) — Content of the maintenance programme

Note: For the purpose of this Appendix, references to CAMO should be understood as references to CAMO or CAO and references to Part-145 organisations should be understood as references to ~~Subpart F~~ Part-145 or Part-CAO organisations.

[…]

6. Reliability Programmes

[…]

6.3. Engineering judgement

6.3.1. Engineering judgement is itself inherent to reliability programmes as no interpretation of data is possible without judgement. In approving the CAMO maintenance and reliability programmes, the competent authority is expected to ensure that the organisation which runs the programme (it may be CAMO, or an Part-145 organisation under contract) hires sufficiently qualified personnel with appropriate engineering experience and understanding of reliability concept (see ~~AMC M.A.706~~ CAMO.A.305).

[…]

6.4. Contracted maintenance

[…]

6.4.4. The arrangement between the CAMO and the maintenance organisation should be specified in the maintenance contract (see ~~Appendix XI to AMC M.A.708(c)~~ Appendix IV to AMC1 CAMO.A.315(c)) and the relevant CAME, and maintenance organisation procedures.

6.5. Reliability programme

[…]

6.5.4. Information sources and collection.

[…]

6.5.4.2. The type of information to be collected should be related to the objectives of the Programme and should be such that it enables both an overall broad based assessment of the information to be made and also allow for assessments to be made as to whether any reaction, both to trends and to individual events, is necessary. The following are examples of the normal prime sources:

[…]

(k) Other sources: ~~ETOPS~~ EDTO, RVSM, CAT II/III.

[…]

[…]

6.6. Pooling Arrangements.

6.6.1. In some cases, in order that sufficient data may be analysed it may be desirable to 'pool' data: i.e. collate data from a number of CAMOs of the same type of aircraft. For the analysis to be valid, the aircraft concerned, mode of operation, and maintenance procedures applied should be substantially the same: variations in utilisation between two CAMOs may, more than anything, fundamentally corrupt the analysis. Although not exhaustive, the following list gives guidance on the primary factors which need to be taken into account.

[…]

(b) Operational Factors, such as: operational environment/utilisation, e.g. low/high/seasonal, etc./respective fleet size operating rules applicable (e.g. ~~ETOPS~~ EDTO/RVSM/All Weather etc.)/operating procedures/MEL and MEL utilisation.

[…]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*
- *This AMC is also amended to implement the latest relevant revision of ICAO Annex 6 Part I which introduced EDTO, as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix II to AMC M.A.711(a)(3) — Subcontracting of continuing airworthiness management tasks~~

~~**1. Subcontracted continuing airworthiness management tasks**~~

~~1.1. To actively control the standards of the subcontracted organisation, the CAMO should employ a person or group of persons who are trained and competent in the disciplines associated with M.A. Subpart G. As such, they are responsible for determining what maintenance is required, when it has to be performed, by whom and to what standard in order to ensure the continuing airworthiness of the aircraft to be operated.~~

~~1.2. The CAMO should conduct a pre-subcontract audit to establish that the organisation to be subcontracted can achieve the standards required by M.A. Subpart G in connection with those activities to be subcontracted.~~

~~1.3. The CAMO should ensure that the organisation to be subcontracted has sufficient and qualified personnel who are trained and competent in the functions to be sub-contracted. In assessing the adequacy of personnel resources, the CAMO should consider the particular needs of those activities that are to be subcontracted, while taking into account the subcontracted organisations existing commitments.~~

~~1.4. To be appropriately approved to subcontract continuing airworthiness management tasks, the CAMO should have procedures for the management control of these arrangements. The continuing airworthiness management exposition should contain relevant procedures to reflect its control of those arrangements made with the sub-contracted organisation.~~

~~1.5. Subcontracted continuing airworthiness management tasks should be addressed in a contract between the CAMO and the subcontracted organisation. The contract should also specify that the subcontracted organisation is responsible for informing the CAMO, that is in turn responsible for notifying the respective competent authority, of any subsequent changes that affect their ability to fulfil the contract.~~

~~1.6. The subcontracted organisation should use procedures which set out the manner of fulfilling its responsibilities with regard to the subcontracted activities. Such procedures may be developed by either the subcontracted organisation or the CAMO.~~

~~1.7. Where the subcontracted organisation develops its own procedures, they should be compatible with the continuing airworthiness management exposition and the terms of the contract. These should be accepted by the competent authority as extended procedures of the CAMO and as such should be cross-referenced from the continuing airworthiness management exposition. One current copy of the subcontracted organisation's relevant procedures should be kept by the CAMO and should be accessible to the competent authority when needed.~~

~~Note: Should any conflict arise between the subcontracted organisation's procedures and those of the CAMO, then the policy and procedures of the continuing airworthiness management exposition will prevail.~~

~~1.8. The contract should also specify that the subcontracted organisation's procedures may only be amended with the agreement of the CAMO. The CAMO should ensure that these amendments are compatible with its continuing airworthiness management exposition and comply with M.A. Subpart G.~~

The CAMO should nominate the person responsible for continued monitoring and acceptance of the subcontracted organisation's procedures and their amendments. The controls used to fulfil this function should be clearly set out in the amendment section of the continuing airworthiness management exposition detailing the level of CAMO involvement.

1.9. Whenever any elements of the continuing airworthiness management tasks are subcontracted, the CAMO personnel should have access to all relevant data in order to fulfil their responsibilities.

Note: The CAMO retains the authority to override, whenever necessary for the continuing airworthiness of their aircraft, any recommendation of the subcontracted organisation.

1.10. The CAMO should ensure that the subcontracted organisation continues to have qualified technical expertise and sufficient resources to perform the sub-contracted tasks while complying with the relevant procedures. Failure to do so may invalidate the CAMO approval.

1.11. The contract should provide for competent authority monitoring.

1.12. The contract should address the respective responsibilities to ensure that any findings arising from the competent authority monitoring will be closed to the satisfaction of the competent authority.

2. Accomplishment

This paragraph describes the topics which may be applicable to such subcontracting arrangements.

2.1. Scope of work

The type of aircraft and their registrations, engine types and/or components subject to the continuing airworthiness management tasks contract should be specified.

2.2. Maintenance programme development and amendment

The CAMO may subcontract the preparation of the draft maintenance programme and any subsequent amendments. However, the CAMO remains responsible for assessing that the draft proposals meet its needs and for obtaining competent authority approval; the relevant procedures should specify these responsibilities. The contract should also stipulate that any data necessary to substantiate the approval of the initial programme or an amendment to this programme should be provided for CAMO agreement and/or competent authority upon request.

2.3. Maintenance programme effectiveness and reliability

The CAMO should have a system in place to monitor and assess the effectiveness of the maintenance programme based on maintenance and operational experience. The collection of data and initial assessment may be made by the subcontracted organisation; the required actions are to be endorsed by the CAMO.

Where reliability monitoring is used to establish the effectiveness of the maintenance programme, this may be provided by the subcontracted organisation and should be specified in the relevant procedures. Reference should be made to the approved maintenance and reliability programme. Participation of the CAMO's personnel in reliability meetings with the subcontracted organisation should also be specified.

When providing reliability data, the subcontracted organisation is limited to working with primary data/documents provided by the CAMO or data provided by the CAMO's contracted maintenance organisation(s) from which the reports are derived. The pooling of reliability data is permitted if it is acceptable to the competent authority.

2.4. Permitted variations to the maintenance programme

The reasons and justification for any proposed variation to scheduled maintenance may be prepared by the subcontracted organisation. Acceptance of the proposed variation should be granted by the CAMO. The means by which the CAMO acceptance is given should be specified in the relevant procedures. When outside the limits set out in the maintenance programme, the CAMO is required to obtain approval by the competent authority.

2.5. Scheduled maintenance

Where the subcontracted organisation plans and defines maintenance checks or inspections in accordance with the approved maintenance programme, the required liaison with the CAMO, including feedback, should be defined.

The planning control and documentation should be specified in the appropriate supporting procedures. These procedures should typically set out the CAMO's level of involvement in each type of check. This will normally involve the CAMO assessing and agreeing to a work specification on a case-by-case basis for base maintenance checks. For routine line maintenance checks, this may be controlled on a day-to-day basis by the subcontracted organisation subject to appropriate liaison and CAMO controls to ensure timely compliance. This may typically include but is not necessarily limited to:

- applicable work package, including job cards;
- scheduled component removal list;
- ADs to be incorporated;
- modifications to be incorporated.
- The associated procedures should ensure that the CAMO is informed in a timely manner on the accomplishment of such tasks.

2.6. Quality monitoring

The CAMO's quality system should monitor the adequacy of the subcontracted continuing airworthiness management task performance for compliance with the contract and with M.A. Subpart G. The terms of the contract should therefore include a provision allowing the CAMO to perform a quality surveillance (including audits) of the subcontracted organisation. The aim of the surveillance is primarily to investigate and judge the effectiveness of those subcontracted activities and thereby to ensure compliance with M.A Subpart G and the contract. Audit reports may be subject to review when requested by the competent authority.

2.7. Access to the competent authority

The contract should specify that the subcontracted organisation should always grant access to the competent authority.

2.8. Maintenance data

The maintenance data used for the purpose of the contract should be specified, together with those responsible for providing such documentation and the competent authority responsible

for the acceptance/approval of such data, when applicable. The CAMO should ensure that such data, including revisions, is readily available to the CAMO personnel and to those in the subcontracted organisation who may be required to assess such data. The CAMO should establish a 'fast track' means to ensure that urgent data is transmitted to the subcontractor in a timely manner. Maintenance data is defined in M.A.401(b) or ML.A.401(b).

2.9. Airworthiness directives (ADs)

While the various aspects of AD assessment, planning and follow-up may be accomplished by the subcontracted organisation, AD embodiment is performed by a maintenance organisation. The CAMO is responsible for ensuring timely embodiment of the applicable ADs and is to be provided with notification of compliance. It, therefore, follows that the CAMO should have clear policies and procedures on AD embodiment supported by defined procedures which will ensure that the CAMO agrees to the proposed means of compliance.

The relevant procedures should specify:

- what information (e.g. AD publications, continuing airworthiness records, flight hours/cycles, etc.) the subcontracted organisation needs from the CAMO;
- what information (e.g. AD planning listing, detailed engineering order, etc.) the CAMO needs from the subcontracted organisation in order to ensure timely compliance with the ADs.

To fulfil the above responsibility, the CAMO should ensure that it receives current mandatory continued airworthiness information for the aircraft and equipment it is managing.

2.10. Service bulletin (SB) modifications

The subcontracted organisation may be required to review and make recommendations on the embodiment of an SB and other associated non-mandatory material based on a clear policy established by the CAMO. This should be specified in the contract.

2.11. Mandatory life limitation or scheduled maintenance controls and component control/removal forecast

Where the subcontracted organisation performs planning activities, it should be specified that the organisation should receive the current flight cycles, flight hours, landings and/or calendar controlled details, as applicable, at a frequency to be specified in the contract. The frequency should be such that it allows the organisation to properly perform the subcontracted planning functions. It, therefore, follows that there will need to be adequate liaison between the CAMO, the contracted maintenance organisation(s) and the subcontracted organisation. Additionally, the contract should specify how the CAMO will be in possession of all current flight cycles, flight hours, etc., so that it may assure the timely accomplishment of the required maintenance.

2.12. Engine health monitoring

If the CAMO subcontracts the on-wing engine health monitoring, the subcontracted organisation should receive all the relevant information to perform this task, including any parameter reading deemed necessary to be supplied by the CAMO for this control. The contract should also specify what kind of feedback information (such as engine limitation, appropriate technical advice, etc.) the organisation should provide to the CAMO.

2.13. Defect control

Where the CAMO has subcontracted the day-to-day control of technical log deferred defects, this should be specified in the contract and should be adequately described in the appropriate procedures. The operator's MEL/CDL provides the basis for establishing which defects may be deferred and the associated limits. The procedures should also define the responsibilities and actions to be taken for defects such as AOG situations, repetitive defects, and damage beyond the type certificate holder's limits.

For all other defects identified during maintenance, the information should be brought to the attention of the CAMO which, depending upon the procedural authority granted by the competent authority, may determine that some defects can be deferred. Therefore, adequate liaison between the CAMO, its subcontracted organisation and contracted maintenance organisation should be ensured.

The subcontracted organisation should make a positive assessment of potential deferred defects and consider the potential hazards arising from the cumulative effect of any combination of defects. The subcontracted organisations should liaise with the CAMO to get its agreement following this assessment.

Deferment of MEL/CDL allowable defects can be accomplished by a contracted maintenance organisation in compliance with the relevant technical log procedures, subject to the acceptance by the aircraft commander.

2.14. Mandatory occurrence reporting

All incidents and occurrences that meet the reporting criteria defined in Part-M and Part-145 should be reported as required by the respective requirements. The CAMO should ensure that adequate liaison exists with the subcontracted organisation and the maintenance organisation.

2.15. Continuing airworthiness records

They may be maintained and kept by the subcontracted organisation on behalf of the CAMO, which remains the owner of these documents. However, the CAMO should be provided with the current status of AD compliance and life-limited parts and time-controlled components in accordance with the agreed procedures. The CAMO should also be granted unrestricted and timely access to the original records as and when needed. Online access to the appropriate information systems is acceptable.

The record keeping requirements of Part-M should be met. Access to the records by duly authorised members of the competent authority should be granted upon request.

2.16. Maintenance check flight (MCF) procedures

MCFs are performed under the control of the operator in coordination with the CAMO. MCF requirements from the subcontracted organisation or contracted maintenance organisation should be agreed by the operator/CAMO.

2.17. Communication between the CAMO and the subcontracted organisation

2.17.1. In order to fulfil its airworthiness responsibility, the CAMO needs to receive all the relevant reports and relevant maintenance data. The contract should specify what information should be provided and when.

2.17.2. Meetings provide one important cornerstone whereby the CAMO can fulfil part of its responsibility for ensuring the airworthiness of the operated aircraft. They should be used to establish good communication between the CAMO, the subcontracted organisation

~~and the contracted maintenance organisation. The terms of the contract should include, whenever appropriate, the provision for a certain number of meetings to be held between the involved parties. Details of the types of liaison meetings and associated terms of reference of each meeting should be documented. The meetings may include but are not limited to all or a combination of:~~

~~(a) Contract review~~

~~Before the contract is enforced, it is very important that the technical personnel of both parties, that are involved in the fulfilment of the contract, meet in order to be sure that every point leads to a common understanding of the duties of both parties.~~

~~(b) Work scope planning meeting~~

~~Work scope planning meetings may be organised so that the tasks to be performed are commonly agreed.~~

~~(c) Technical meeting~~

~~Scheduled meetings should be organised in order to review on a regular basis and agree on actions on technical matters such as ADs, SBs, future modifications, major defects found during shop visit, reliability, etc.~~

~~(d) Quality meeting~~

~~Quality meetings should be organised in order to examine matters raised by the CAMO's quality surveillance and the competent authority's monitoring activity and to agree on necessary corrective actions.~~

~~(e) Reliability meeting~~

~~When a reliability programme exists, the contract should specify the involvement of the CAMO and of the subcontracted organisation in that programme, including their participation in reliability meetings. Provision to enable competent authority participation in the periodical reliability meetings should also be made.~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

Appendix III to GM1 M.B.303(b) — KEY RISK ELEMENTS

[…]

A.2	Airworthiness limitations	[…]
Supporting information		**Typical inspection items**
[…]		
Reference documents: EASA		[…] ~~M.A.710(a)(7)~~ M.A.901(k)(7)

A.3	Airworthiness Directives	[…]
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		[…] ~~M.A.613 & AMC M.A.613(a) § 2.4.3, 2.5.2, 2.6.1(h) & 2.8(b)~~ 145.A.50 CAO.A.070~~M.A.708(b)8~~ CAMO.A.315(b)(6) ~~M.A.709(a)~~ CAMO.A.325 CAO.A.075(b)(8) CAO.A.080 ~~M.A.710(a)5~~ M.A.901(k)(5) […]

[…]

B.2	Flight Manual	[…]
Supporting information		**Typical inspection items**
The Flight Manual needs to reflect the current status/configuration of the aircraft. When it does not, it may provide flight crew members with wrong information. This may lead to errors and/or to override limitations that could contribute to severe failure.		[…] 2. Check: the FM approval, revision control, Supplement to FM; the impact of modification status on noise and ~~weight & balance~~ mass and balance; additional required manuals (QRH/FCOM/OM-B etc.); FM limitations.
Reference documents: EASA		[…] ~~M.A.710(a)2~~ M.A.901(k)(2) ~~M.A.710(c)2~~ M.A.901(m)(2) ~~AMC M.A.710(a)1~~AMC M.A.901(k) AMC M.A.901(d)~~ and (g)~~ […]

B.3	Mass & balance	[…]
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		M.A.305(d)5 ~~M.A.708(b)(10)~~ CAO.A.075(b)(10) ~~M.A.710(a)(9)~~ M.A.901(k)(9), ~~AMC M.A.710(a)1~~ AMC M.A.901(k)(1) […]

B.4	Markings & placards	[…]
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA		[…] ~~M.A.710(c)~~ M.A.901(m)(1) […] ~~AMC M.A.603(c)~~ […]

[…]

B.6	Defect management	[…]
Supporting information		**Typical inspection items**
[…]		[…]
Reference documents: EASA /EU		[…] ~~AMC M.A.710(a)~~ AMC M.A.901(k) […]

C.1	Aircraft Maintenance Programme	**A document which describes the specific scheduled maintenance tasks and their frequency of completion, related standard maintenance practices and the associated procedures necessary for the safe operation of those aircraft to which it applies.**
Supporting information		**Typical inspection items**
[…]		**Review of AMP contents:** […] 6. If applicable, check that the AMP properly reflects additional maintenance tasks required by specific approvals (e.g. RVSM, ~~ETOPS~~ EDTO, MNPS, B-RNAV). […]
Reference documents: EASA		M.A.302 and its AMC ~~M.A.708(b)(1), (b)(2) and (b)(4)~~ CAMO.A.315(b)(2) M.A.803 and its AMC

C.2	Component control	The component control should consider a twofold objective for component maintenance: maintenance for which compliance is mandatory; maintenance for which compliance is recommended.
Supporting information		**Typical inspection items**
[…]		[…] 3. Check the current status of time-controlled components, with due consideration to deferred items. They must identify: […] c. For components subject to an unscheduled task: the task description and reference, the accomplishment data (date, the component's total accumulated life in Hours, Cycles, Landings, Calendar time, as necessary). Pay attention to ~~ETOPS~~ EDTO and CDCCL components. 4. Check current status of life-limited parts. This status can be requested upon each transfer throughout the operating life of the part: […]
Reference documents: EASA		[...] ~~M.A.710~~ M.A.901

[…]

C.4	Records	Continuing Airworthiness records are defined in M.A.305 and M.A.306 and related AMC.
Supporting information		**Typical inspection items**
[…]		1. […] 2. If applicable, make sure that the tech log system is used correctly, including: a. current aircraft certificate of release to service (including the aircraft maintenance status~~statement~~) issued and b. pre-flight inspections signed-off by authorised persons; 3. […]
Reference documents: EASA		[…]

Abbreviations used:

[…]

EDTO	Extended Diversion Time Operations
~~ETOPS~~	~~Extended Range Operations with Two-engined aeroplanes~~

[…]

Rationale:

- *Point C.4 (Records) is proposed to be amended to add "certificate of" to mention explicitly the CRS so that we clearly mean the certificate attesting specifically that the accomplishment of maintenance was properly done. That is because it is not meant that the aircraft entirely was released but only the maintenance performed (refer to ICAO Annex 8).*
- *This GM has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*
- *This GM is also amended to implement the latest relevant revision of ICAO Annex 6 Part I which introduced EDTO, as further explained in Section 2.3 of the Explanatory Note.*

Appendix IV to AMC M.A.604 — Maintenance organisation manual

1. Purpose

The maintenance organisation manual is the reference for all the work carried out by the approved maintenance organisation. It should contain all the means established by the organisation to ensure compliance with Part-M or Part-ML according to the extent of approval and the privileges granted to the organisation.

The maintenance organisation manual should define precisely the work that the approved maintenance organisation is authorised to carry out and the subcontracted work. It should detail the resources used by the organisation, its structure and its procedures.

2. Content

A typical Maintenance Organisation Manual for a small organisation (less than 10 maintenance staff) should be designed to be used directly on a day to day basis. The working documents and lists should be directly included into the manual. It should contain the following:

Part A — General

- **Table of contents**
- **List of effective pages**
- **Record of amendments**
- **Amendment procedure**
  - Drafting
  - Amendments requiring direct approval by the competent authority
  - Approval
- **Distribution**
  - Name or title of each person holding a copy of the manual
- **Accountable manager statement**
  - Approval of the manual
  - Statement that the maintenance organisation manual and any incorporated document identified therein reflect the organisation's means of compliance with Part-M and Part-ML
  - Commitment to work according to the manual
  - Commitment to amend the manual when necessary

Part B — Description

- Organisation's scope of work
  - Description of the work carried out by the organisation (type of product, type of work) and subcontracted work
  - Identification of the level of work which can be performed at each facility.
- General presentation of the organisation

- Legal name and social status
- Name and title of management personnel
  - Accountable manager
  - Senior managers
  - Duties and responsibilities
- Organisation chart
- Certifying staff and airworthiness review staff
  - Minimum qualification and experience
  - List of authorised certifying staff and airworthiness review staff, their scope of qualification and the personal authorisation reference
- Personnel
  - Technical personnel (number, qualifications and experience)
  - Administrative personnel (number)
- General description of the facility
  - Geographical location (map)
  - Plan of hangars
  - Specialised workshops
  - Office accommodation
  - Stores
  - Availability of all leased facilities.
- Tools, equipment and material
  - List of tools, equipment and material used (including access to tools used on occasional basis)
  - Test apparatus
  - Calibration frequencies
- Maintenance data
  - List of maintenance data used in accordance with M.A.402 or ML.A.402, and appropriate amendment subscription information (including access to data used on occasional basis).

Part C — General Procedures

- Organisational review
  - Purpose (to insure that the approved maintenance organisation continues to meet the requirements of Part-M and Part-ML)
  - Responsibility
  - Organisation, frequency, scope and content (including processing of authority's findings)
  - Planning and performance of the review

- Organisational review checklist and forms
- Processing and correction of review findings
- Reporting
- Review of subcontracted work

- Training
  - Description of the methods used to ensure compliance with the personnel qualification and training requirements (certifying staff training, specialised training)
  - Description of the personnel records to be retained
- Subcontracting of specialised services
  - Selection criteria and control
  - Nature of subcontracted work
  - List of subcontractors
  - Nature of arrangements
  - Assignment of responsibilities for the certification of the work performed
- One time authorisations
  - Maintenance checks
  - Certifying staff

Part D — Working Procedures

- Work order acceptance
- Preparation and issue of the work package
  - Control of the work order
  - Preparation of the planned work
  - Work package content (copy of forms, work cards, procedure for their use, distribution)
  - Responsibilities and signatures needed for the authorisation of the work
- Logistics
  - Persons/functions involved
  - Criteria for choosing suppliers
  - Procedures used for incoming inspection and storage of parts, tools and materials
  - Copy of forms and procedure for their use and distribution
- Execution
  - Persons/functions involved and respective role
  - Documentation (work package and work cards)
  - Copy of forms and procedure for their use and distribution
  - Use of work cards or manufacturer's documentation

- Procedures for accepting components from stores including eligibility check
- Procedures for returning unserviceable components to stores

- Release to Service – Certifying staff
  - Authorised certifying staff functions and responsibilities
- Release to Service – Supervision
  - Detailed description of the system used to ensure that all maintenance tasks, applicable to the work requested of the approved maintenance organisation, have been completed as required.
  - Supervision content
  - Copy of forms and procedure for their use and distribution
  - Control of the work package
- Release to Service – Certificate of release to service
  - Procedure for signing the CRS (including preliminary actions)
  - Certificate of release to service wording and standardised form
  - Completion of the aircraft continuing airworthiness record system
  - Completion of EASA Form 1
  - Incomplete maintenance
  - Maintenance check flight authorisation
  - Copy of CRS and EASA Form 1
- Records
- Airworthiness review procedures and records for ELA1 aircraft not involved in commercial operations
- Special procedures
  - Such as specialised tasks, disposal of unsalvageable components, re-certification of parts not having an EASA Form 1, etc.
- Occurrence reporting
  - Occurrences to be reported
  - Timeframe of reports
  - Information to be reported
  - Recipients
- Management of indirect approval of the manual
  - Amendments content eligible for indirect approval
  - Responsibility
  - Traceability
  - Information to the competent authority
  - Final validation

Part E – Appendices

- **Sample of all documents used.**
- **List of maintenance locations.**
- **List of Part-145 or** M.A. Subpart F **organisations.**
- **List of subcontracted specialised services.**

3. Approval

The competent authority should approve the manual in writing. This will normally be done by approving a list of effective pages.

Minor amendments, or amendments to a large capability list, can be approved indirectly, through a procedure approved by the member state.

4. Continuous compliance with Part-M and Part-ML

When a maintenance organisation manual no longer meets the requirements of this Part-M or Part-ML, whether through a change in Part-M or Part-ML, a change in the organisation or its activities, or through an inadequacy shown to exist by verification inspections conducted under the organisational review, or any other reason that affects the manuals conformity to requirements, the approved maintenance organisation is responsible to prepare and have approved an amendment to its manual.

5. Distribution

The manual describes how the organisation works therefore the manual or relevant parts thereof need to be distributed to all concerned staff in the organisation and contracted organisations.

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix V to AMC1 M.A.704 — Continuing airworthiness management exposition~~

~~The following text provides relevant information for developing a CAME for the particular case of a CAMO working on aircraft subject to Part-M and contracting maintenance to Part-M Subpart F and Part 145 organisations.~~

~~**CONTINUING AIRWORTHINESS MANAGEMENT EXPOSITION (CAME)**~~

~~**TABLE OF CONTENT**~~

LIST OF EFFECTIVE PAGES

Page	Revision	Page	Revision	Page	Revision
1	Original	3	Original	5	Original
2	Original	4	Original	….	….

DISTRIBUTION LIST

(The document should include a distribution list to ensure proper distribution of the manual and to demonstrate to the competent authority that all personnel involved in continuing airworthiness activities have access to the relevant information. This does not mean that all personnel have to receive a manual, but that a reasonable amount of manuals is distributed within the organisation(s) so that personnel concerned have quick and easy access to the manual.

Accordingly, the continuing airworthiness management exposition should be distributed to:

the operator's or the organisation's management personnel and to any person at a lower level as necessary; and

the Part-145 or M.A. Subpart F contracted maintenance organisation(s); and

the competent authority.)

PART 0 — GENERAL ORGANISATION

0.1 Corporate commitment by the accountable manager

(The accountable manager's exposition statement should embrace the intent of the following paragraph, and in fact this statement may be used without amendment. Any amendment to the statement should not alter its intent.)

'This exposition defines the organisation and procedures upon which the M.A. Subpart G approval of Joe Bloggs under Part-M is based.

These procedures are approved by the undersigned and must be complied with, as applicable, in order to ensure that all continuing airworthiness activities, including maintenance of aircraft managed by Joe Bloggs, are carried out on time to an approved standard.

It is accepted that these procedures do not override the necessity of complying with any new or amended regulation published by the Agency or the competent authority from time to time where these new or amended regulations are in conflict with these procedures.

The competent authority will approve this organisation whilst it is satisfied that the procedures are followed. It is understood that the competent authority reserves the right to suspend, limit or revoke the M.A. Subpart G continuing airworthiness management approval of the organisation, as applicable, if the competent authority has evidence that the procedures are not followed and the standards not upheld.

In the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, suspension or revocation of the approval of the M.A. Subpart G continuing airworthiness management organisation would invalidate the AOC.'

0.2 General Information

a) Brief description of the organisation

(This paragraph should describe broadly how the whole organisation (i.e. including the whole operator in the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008 or the whole organisation when other approvals are held) is organised under the management of the accountable manager, and should refer to the organisation charts of paragraph 0.4.)

b) Relationship with other organisations

(This paragraph may not be applicable to every organisation.)

(1) Subsidiaries/mother company

(For clarity purposes, where the organisation belongs to a group, this paragraph should explain the specific relationship the organisation may have with other members of that group, e.g. links between Joe Bloggs Airlines, Joe Bloggs Finance, Joe Bloggs Leasing, Joe Bloggs Maintenance, etc.)

(2) Consortia

(Where the organisation belongs to a consortium, it should be indicated here. The other members of the consortium should be specified, as well as the scope of organisation of the consortium (e.g. operations, maintenance, design (modifications and repairs), production etc.). The reason for specifying this is that consortium maintenance may be controlled through specific contracts and through

consortium's policy and/or procedures manuals that might unintentionally override the maintenance contracts. In addition, in respect of international consortia, the respective competent authorities should be consulted and their agreement to the arrangement should be clearly stated. This paragraph should then make reference to any consortium's continuing airworthiness related manual or procedure and to any competent authority agreement that would apply.)

c) Scope of work — Aircraft managed

(This paragraph should specify the scope of the work for which the CAMO is approved. This paragraph may include aircraft type/series, aircraft registrations, owner/operator, contract references, etc. The following is given as an example.)

Aircraft type/ series	Date included in the scope of work	Aircraft maintenance programme or 'generic/baseline' maintenance programme	Aircraft registration(s)	Owner/ operator	CAMO contract reference

For air carriers licensed in accordance with Regulation (EC) No 1008/2008, this paragraph can make reference to the operations specifications or operations manual where the aircraft registrations are listed.

(Depending on the number of aircraft, this paragraph may be updated as follows:

1) the paragraph is revised each time an aircraft is removed from or added in the list;

2) the paragraph is revised each time a type of aircraft or a significant number of aircraft is removed from or added to the list; in that case, the paragraph should explain where the current list of aircraft managed is available for consultation.)

d) Type of operation

(This paragraph should give broad information on the type of operations such as: commercial air transport operations, (commercial) specialised operations, training organisation, NCC, NCO, long haul/short haul/regional, scheduled/charter, regions/countries/continents flown, etc.)

0.3 Management personnel

a) Accountable manager

(This paragraph should address the duties and responsibilities of the accountable manager as regards M.A. Subpart G approvals and should demonstrate that he/she has corporate authority for ensuring that all continuing airworthiness activities can be financed and carried out to the required standard.)

b) Nominated postholder for continuing airworthiness referred to in M.A.706(d)

(This paragraph should:

emphasise that the nominated postholder for continuing airworthiness is responsible to ensure that all maintenance is carried out on time and to an approved standard; and

describe the extent of his/her authority as regards his/her Part-M responsibility for continuing airworthiness.)

c) Continuing airworthiness coordination

(This paragraph should list in sufficient detail the job functions that constitute the 'group of persons' as required by M.A.706(c) *so as to show that all the continuing airworthiness responsibilities as described in Part-M are covered by the persons that constitute that group. In the case of small operators where the 'nominated postholder' for continuing airworthiness constitutes himself/herself the 'group of persons', this paragraph may be merged with the previous one.)*

d) Duties and responsibilities

(This paragraph should further elaborate the duties and responsibilities of all the nominated persons and of any other management personnel.)

e) Manpower resources and training policy

(1) Manpower resources

(This paragraph should give broad figures to show that the number of people assigned to the performance of the approved continuing airworthiness activity is adequate. It is not necessary to give the detailed number of employees of the whole company, but only the number of those involved in continuing airworthiness. This could be presented as follows:)

As of 28 November 2003, the number of employees assigned to the performance of the continuing airworthiness management system is the following:

	Full-time	**Part-time in equivalent full-time**
Quality monitoring	AA	aa = AA'
Continuing airworthiness management	BB	bb = BB'
(Detailed information about the	BB1	bb1 = BB1'
management of group of persons)	BB2	bb2 = BB2'
Other...	CC	cc =CC'
Total	TT	tt = TT'
Total man-hours	TT + TT'	

(Note: According to the size and complexity of the organisation, this table may be further developed or simplified.)

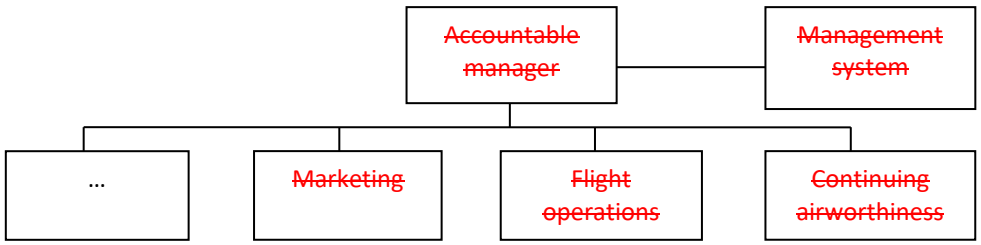
(2) Training policy

(This paragraph should show that the training and qualification standards for the personnel mentioned above are consistent with the size and complexity of the organisation. It should also explain how the need for recurrent training is assessed and how training recording and follow-up is performed.)

0.4 Management organisation charts

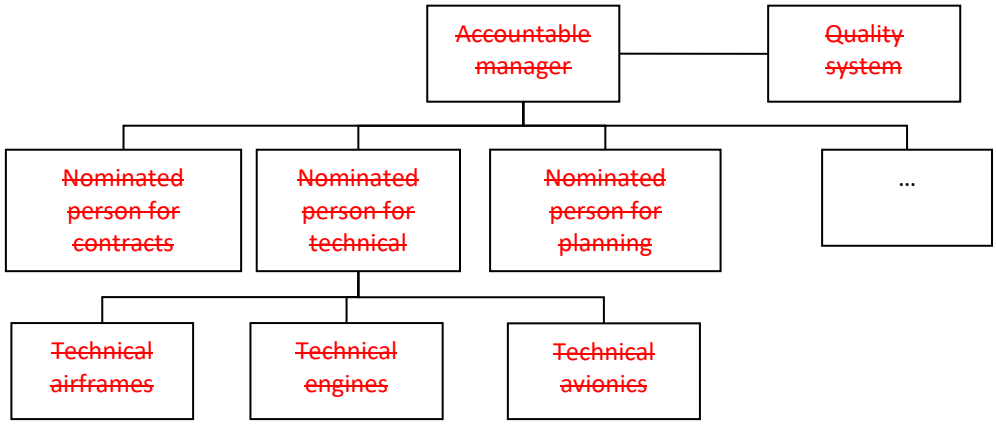
a) General organisation chart

This flow chart should provide a comprehensive understanding of the whole company's organisation. For example, the case of an air carrier licensed in accordance with Regulation (EC) No 1008/2008:



b) Continuing airworthiness management organisation chart

This flow chart should give further details on the continuing airworthiness management system, and should clearly show the independence of the quality monitoring system, including the links between the quality department and the other departments (see example below). This flow chart may be combined with the one above or subdivided as necessary, depending on the size and complexity of the organisation.



0.5 Procedure to notify the competent authority of changes to the organisation's activities/approval/location/personnel

(This paragraph should explain the cases where the company should inform the competent authority prior to incorporating proposed changes, for instance:

The accountable manager (or any nominated person such as the nominated postholder or the quality manager) will notify the competent authority of any change concerning:

(1) the company's name and location(s);

(2) the group of persons as specified in paragraph 0.3.c); and

(3) operations, procedures and technical arrangements, as far as they may affect the approval.

Joe Bloggs will not incorporate such changes until they have been assessed and approved by the competent authority.)

0.6 Exposition amendment procedure

(This paragraph should explain who is responsible for the amendment of the exposition and its submission to the competent authority for approval. This may include, if agreed by the competent authority, the possibility for the approved organisation to approve internally minor amendments that have no impact on the approval held. The paragraph should then specify what types of amendments are considered minor and major, and what the approval procedures for both cases are.)

PART 1 — CONTINUING AIRWORTHINESS MANAGEMENT PROCEDURES

1.1 Aircraft technical log utilisation and MEL application

or

1.1 Aircraft continuing airworthiness record system utilisation

a) Aircraft technical log and/or continuing airworthiness record system

(1) General

(It may be useful to recall, in this introductory paragraph, the purpose of the aircraft technical log system and/or the continuing airworthiness record system, with special attention to the options of M.A.305 *and* M.A.306*.*

For that purpose, the paragraphs M.A.305 and M.A.306 *may be quoted or further explained.)*

(2) Instructions for use

(This paragraph should provide instructions for using the aircraft technical log and/or continuing airworthiness record system. It should emphasise the respective responsibilities of the maintenance personnel and operating crew. Samples of the technical log and/or continuing airworthiness record system should be included in Part 5 'Appendices' in order to provide enough detailed instructions.)

(3) Aircraft technical log approval

(This paragraph should explain who is responsible for submitting the aircraft technical log, and any subsequent amendment thereto, to the competent authority for approval and what is the procedure to be followed.)

b) MEL application

(The MEL is a document not controlled by the CAMO and the decision of whether accepting or not the operation with a defect deferred in accordance with the MEL is normally the responsibility of the operating crew. This paragraph should explain in sufficient detail the MEL application procedure, because the MEL is a tool that the personnel involved in continuing airworthiness and maintenance have to be familiar with in order to ensure proper and efficient communication with the crew in case of a defect rectification to be deferred.)

(This paragraph does not apply to those types of aircraft that do not have an MEL.)

(1) General

(This paragraph should explain broadly what an MEL document is. The information could be extracted from the aircraft flight manual.)

(2) MEL categories

(Where an owner/operator uses a classification system placing a time constraint on the rectification of defects, it should be explained here what are the general principles of such a system. It is essential for the personnel involved in continuing airworthiness and maintenance to be familiar with it for the management of the MEL's deferred defect rectification.)

(3) Application

(This paragraph should explain how the continuing airworthiness and maintenance personnel make the flight crew aware of an MEL limitation. This should refer to the technical log procedures.)

(4) Acceptance by the crew

(This paragraph should explain how the crew notifies their acceptance or non-acceptance of the MEL deferment in the technical log.)

(5) Management of the MEL time limits

(Once a technical limitation is accepted by the crew, the defect must be rectified within the time limit specified in the MEL. There should be a system to ensure that the defect will actually be rectified before that time limit. This system could be the aircraft technical log for those (small) operators that use it as a planning document, or a specific follow-up system where control of the maintenance time limit is ensured by other means such as data processed planning systems.)

(6) MEL time limitation overrun

(The competent authority may allow the owner/operator to overrun the MEL time limitation under specific conditions. Where applicable, this paragraph should describe the specific duties and responsibilities with regard to controlling these extensions.)

1.2 Aircraft maintenance programme — development and amendment

a) General

(This introductory paragraph should recall that the purpose of a maintenance programme is to provide maintenance planning instructions necessary for the safe operation of the aircraft.)

b) Content

(This paragraph should explain what is (are) the format(s) of the aircraft maintenance programme(s). Appendix I to AMC M.A.302(a) and M.B.301(d) should be used as a guideline to develop this paragraph.)

c) Development

(1) Sources

(This paragraph should explain what are the sources (MRB, MPD, maintenance manual, etc.) used for the development of an aircraft maintenance programme.)

(2) Responsibilities

(This paragraph should explain who is responsible for the development of an aircraft maintenance programme.)

(3) Manual amendments

(This paragraph should demonstrate that there is a system for ensuring the continuing validity of the aircraft maintenance programme. Particularly, it should show how any relevant information is used to update the aircraft maintenance programme. This should include, as applicable, MRB report revisions, consequences of modifications, manufacturer and competent authority recommendations, in-service experience, and reliability reports.)

(4) Acceptance by the authority

(This paragraph should explain who is responsible for the submission of the maintenance programme to the competent authority and what the procedure to follow is. This should in particular address the issue of the approval for variation to maintenance periods either by the competent authority or by a procedure in the maintenance programme for the organisation to approve internally certain changes.)

1.3 Time and continuing airworthiness records, responsibilities, retention and access

a) Hours and cycles recording

(The recording of flight hours and cycles is essential for the planning of maintenance tasks. This paragraph should explain how the continuing airworthiness management organisation has access to the current flight hours and cycles information and how it is processed through the organisation.)

b) Records

(This paragraph should give in detail the type of company documents that are required to be recorded and what are the recording period requirements for each of them. This can be provided by a table or series of tables that would include the following:

family of document (if necessary),

name of document,

retention period,

responsible person for retention,

place of retention.)

c) Preservation of records

(This paragraph should set out the means provided to protect the records from fire, flood, etc., as well as the specific procedures in place to ensure that the records will not been altered during the retention period (especially computer records).)

d) Transfer of continuing airworthiness records

(This paragraph should set out the procedure for the transfer of records in case of purchase/lease-in, sale/lease-out and transfer of an aircraft to another organisation. In particular, it should specify which records have to be transferred and who is responsible for the coordination (if necessary) of the transfer.)

1.4 Accomplishment and control of airworthiness directives

(This paragraph should demonstrate that there is a comprehensive system in place for the management of airworthiness directives. This paragraph may, for instance, include the following subparagraphs:)

a) Airworthiness directive information

(This paragraph should explain what the AD information sources are and who receives them in the company. Where available, multiple sources (e.g. Agency + competent authority + manufacturer or association) may be useful.)

b) Airworthiness directive decision

(This paragraph should explain how and by whom the AD information is analysed and what kind of information is provided to the contracted maintenance organisations in order to plan and perform the airworthiness directive. This should include as necessary a specific procedure for the management of emergency airworthiness directives.)

c) Airworthiness directive control

(This paragraph should specify how the organisation manages to ensure that all the applicable airworthiness directives are accomplished and that they are accomplished on time. This should include a closed-loop system that allows verifying that for each new or revised airworthiness directive and for each aircraft:

the AD is not applicable, or

if the AD is applicable:

the AD is not yet accomplished but the time limit is not overdue,

the AD is accomplished and any repetitive inspection is identified and performed.

This may be a continuous process or may be based on scheduled reviews.)

1.5 Analysis of the effectiveness of the maintenance programme

(This paragraph should show what tools are used in order to analyse the efficiency of the maintenance programme, such as:

pilot reports (PIREPS),

air turnbacks,

spare consumption,

repetitive technical occurrence and defect,

technical delays analysis (through statistics, if relevant),

technical incidents analysis (through statistics, if relevant),

etc.

This paragraph should also indicate by whom and how this data is analysed, what is the decision process to take action and what kind of action could be taken. This may include:

amendment of the maintenance programme,

amendment of maintenance or operational procedures,

etc.)

1.6 Non-mandatory modification embodiment policy

(This paragraph should specify how non-mandatory modification information is processed through the organisation, who is responsible for its assessment against the operator's/owner's own needs and operational experience, what are the main criteria for decision and who takes the decision of implementing (or not) a non-mandatory modification.)

1.7 Major repair and modification standards

(This paragraph should set out a procedure for the assessment of the approval status of any major repair or modification before embodiment. This will include the assessment of the need of an Agency or design organisation approval. It should also identify the type of approval required, and the procedure to follow to have a repair or modification approved by the Agency or design organisation.)

1.8 Defect reports

a) Analysis

(This paragraph should explain how the defect reports provided by the contracted maintenance organisations are processed by the continuing airworthiness management organisation. Analysis should be conducted in order to give elements to activities such as maintenance programme evolution and non-mandatory modification policy.)

b) Liaison with manufacturers and regulatory authorities

(Where a defect report shows that such defect is likely to occur to other aircraft, a liaison should be established with the manufacturer and the certification competent authority so that they may take all the necessary action.)

c) Deferred defect policy

(Defects such as cracks and structural defects are not addressed in the MEL and CDL. However, it may be necessary in certain cases to defer the rectification of a defect. This paragraph should establish the procedure to be followed in order to be sure that the deferment of any defect will not lead to any safety concern. This will include appropriate liaison with the manufacturer.)

1.9 Engineering activity

(Where applicable, this paragraph should present the scope of the organisation's engineering activity in terms of approval of modifications and repairs. It should set out a procedure for developing and submitting a modification/repair design for approval to the Agency and include reference to the supporting documentation and forms used. It should identify the person in charge of accepting the design before submission to the Agency or the competent authority.

Where the organisation has a DOA capability under Part-21, it should be indicated here and the related manuals should be referred too.)

1.10 Reliability programmes

(This paragraph should explain appropriately the management of a reliability programme. It should at least address the following:

extent and scope of the reliability programme,

specific organisational structure, duties and responsibilities,

establishment of reliability data,

analysis of reliability data,

corrective action system (maintenance programme amendment),

scheduled reviews (reliability meetings and when the participation of the competent authority is needed.)

(This paragraph may, where necessary, be subdivided as follows:)

a) Airframe

b) Propulsion

c) Component

1.11 Pre-flight inspections

(This paragraph should show how the scope and definition of pre-flight inspection, that is usually performed by the operating crew, are kept consistent with the scope of the maintenance performed by the contracted maintenance organisations. It should show how the evolution of the content of the pre-flight inspection and of the maintenance programme are concurrent.)

(The following paragraphs are self-explanatory. Although these activities are normally not performed by continuing airworthiness personnel, these paragraphs have been placed here in order to ensure that the related procedures are consistent with the continuing airworthiness activity procedures.)

a) Preparation of aircraft for flight

b) Subcontracted ground-handling function

c) Security of cargo and baggage loading

d) Control of refueling, quantity/quality

e) Control of snow, ice, residues from de-icing or anti-icing operations, dust and sand contamination to an approved standard

1.12 Aircraft weighing

(This paragraph should state the cases where an aircraft has to be weighed (for instance, after a major modification because of weight mass and balance operational requirements, etc.), who performs it, according to which procedure, who calculates the new weight mass and balance, and how the result is processed in the organisation.)

1.13 Maintenance check flight (MCF) procedures

(The criteria for performing an MCF are normally included in the aircraft maintenance programme or derived by the scenarios described in GM M.A.301(i). This paragraph should explain how the MCF procedure is established in order to meet its intended purpose (for

instance, after a heavy maintenance check, after engine or flight control removal installation, etc.), and the release procedures to authorise such an MCF.)

PART 2 — QUALITY SYSTEM

2.1 Continuing airworthiness quality policy, plan and audit procedure

a) Continuing airworthiness quality policy

(This paragraph should include a formal quality policy statement — that is a commitment to what the quality system is intended to achieve. It should include as a minimum the monitoring compliance with Part-M and with any additional standards specified by the organisation.)

b) Continuing airworthiness quality plan

(This paragraph should show how the quality plan is established. The quality plan will consist of a quality audit and sampling schedule that should cover all the areas specific to Part-M in a definite period of time. However, the scheduling process should also be dynamic and allow for special evaluations when trends or concerns are identified. In case of subcontracting, this paragraph should also address the planning of the auditing of subcontractors at the same frequency with the rest of the organisation.)

c) Continuing airworthiness quality audit procedure

(Quality audit is a key element of the quality system. Therefore, the quality audit procedure should be sufficiently detailed to address all the steps of an audit from preparation to conclusion; it should show the audit report format (e.g. by reference to paragraph 5.1 'Sample of document'), and should explain the rules for the distribution of audit reports in the organisation (e.g. involvement of the quality manager, accountable manager, nominated postholder, etc.).)

d) Continuing airworthiness quality audit remedial action procedure

(This paragraph should explain what system is put in place in order to ensure that the corrective actions are implemented on time and that the result of the corrective actions meets the intended purpose. For instance, where this system consists in periodical corrective actions review, instructions should be given on how such reviews should be conducted and what should be evaluated.)

2.2 Monitoring of continuing airworthiness management activities

(This paragraph should set out a procedure to periodically review the activities of the continuing airworthiness management personnel and how they fulfil their responsibilities, as defined in Part 0.)

2.3 Monitoring of the effectiveness of the maintenance programme(s)

(This paragraph should set out a procedure to periodically review that the effectiveness of the maintenance programme(s) is actually analysed as defined in Part 1.)

2.4 Monitoring that all maintenance is carried out by an appropriate maintenance organisation

(This paragraph should set out a procedure to periodically review that the approval of the contracted maintenance organisations is relevant for the maintenance of the operator's fleet. This may include feedback information from any contracted organisation on any actual or

contemplated amendment in order to ensure that the maintenance system remains valid and to anticipate any necessary change in the maintenance agreements.

If necessary, the procedure may be subdivided as follows:

a) Aircraft maintenance

b) Engines

c) Components)

2.5 Monitoring that all contracted maintenance is carried out in accordance with the contract, including subcontractors used by the maintenance contractor

(This paragraph should set out a procedure to periodically review that the continuing airworthiness management personnel are satisfied that all contracted maintenance is carried out in accordance with the contract. This may include a procedure to ensure that the system allows all the personnel involved in the contract (including the contractors and their subcontractors) to familiarise themselves with its terms and that, for any contract amendment, relevant information is distributed in the organisation and to the contractor.)

2.6 Quality audit personnel

(This paragraph should establish the required training and qualification standards for auditors. Where persons act as part-time auditors, it should be emphasised that they must not be directly involved in the activity they are auditing.)

PART 3 — CONTRACTED MAINTENANCE

3.1 Procedures for contracted maintenance

a) Procedures for the development of maintenance contracts

(This paragraph should explain the procedures that the organisation follows to develop the maintenance contract. The CAMO processes to implement the different elements described in Appendix XI to AMC M.A.708(c) *should be explained. In particular, it should cover responsibilities, tasks and interaction with the maintenance organisation and with the owner/operator.*

This paragraph should also describe, when necessary, the use of work orders for unscheduled line maintenance and component maintenance as per M.A.708(d)*. The organisation may develop a work order template to ensure that the applicable elements of* Appendix XI to AMC M.A.708(c) *are considered. Such a template should be included in Part 5.1.)*

b) Maintenance contractor selection procedure

(This paragraph should explain how a maintenance contractor is selected by the CAMO. Selection should not be limited to the verification that the contractor is appropriately approved for the specific type of aircraft, but also that the contractor has the industrial capacity to undertake the required maintenance. The selection procedure should preferably include a contract review process in order to ensure that:

the contract is comprehensive and that it has no gaps or unclear areas,

everyone involved in the contract (both at the continuing airworthiness management organisation and at the maintenance contractor) agrees with the terms of the contract and fully understands their responsibilities.

that functional responsibilities of all parties are clearly identified.

The CAMO should agree with the operator on the process to select a maintenance organisation before concluding any contract with a maintenance organisation.)

3.2 Quality audit of aircraft

(This paragraph should set out the procedure when performing a quality audit of an aircraft. It should set out the differences between an airworthiness review and a quality audit. This procedure may include:

compliance with approved procedures;

contracted maintenance is carried out in accordance with the contract;

continued compliance with Part-M.)

PART 4 — AIRWORTHINESS REVIEW PROCEDURES

4.1 Airworthiness review staff

(This paragraph should establish the working procedures for the assessment of the airworthiness review staff. The assessment addresses experience, qualification, training, etc. A description should be given regarding the issue of authorisations for the airworthiness review staff and how records are kept and maintained.)

4.2 Review of aircraft records

(This paragraph should describe in detail the aircraft records that are required to be reviewed during the airworthiness review. The level of detail that needs to be reviewed as well as the number of records that needs to be reviewed during a sample check should be described.)

4.3 Physical survey

(This paragraph should describe how the physical survey needs to be performed. It should list the topics that need to be reviewed, the physical areas of the aircraft to be inspected, which documents on board the aircraft need to be reviewed, etc.)

4.4 Additional procedures for recommendations to competent authorities for the import of aircraft

(This paragraph should describe the additional tasks regarding the recommendation for the issue of an airworthiness review certificate in the case of import of aircraft. This should include: communication with the competent authority of registry, additional items to be reviewed during the airworthiness review of the aircraft, specification of maintenance required to be carried out, etc.)

4.5 Recommendations to competent authorities for the issue of airworthiness review certificates (ARCs)

(This paragraph should stipulate the communication procedures with the competent authorities in case of a recommendation for the issue of an airworthiness review certificate. In addition, the content of the recommendation should be described.)

4.6 Issue of airworthiness review certificates (ARCs)

(This paragraph should set out the procedure for the issue of ARCs. It should address record-keeping, distribution of ARC copies, etc. The procedure should ensure that an ARC is issued only after an airworthiness review has been properly carried out.)

4.7 Airworthiness review records, responsibilities, retention and access

(This paragraph should describe how records are kept, duration of record-keeping, location where records are stored, access to records, and responsibilities.)

PART 4B — PERMIT TO FLY PROCEDURES

4B.1 Conformity with approved flight conditions

(The procedure should indicate how conformity with approved flight conditions is established, documented and attested by an authorised person.)

4B.2 Issue of the permit to fly under the CAMO privilege

(The procedure should describe the process to complete the EASA Form 20b (see Appendix IV to Part-21) and how compliance with 21.A.711(d) and (e) is established before signing off the permit to fly. It should also describe how the organisation ensures compliance with 21.A.711(g) for the revocation of the permit to fly.)

4B.3 Permit to fly authorised signatories

(The person(s) authorised to sign off the permit to fly under the privilege of M.A.711(c) *should be identified (name, signature and scope of authority) in the procedure, or in an appropriate document linked to the CAME.)*

4B.4 Interface with the local authority for the flight

(The procedure should include provisions describing the communication with the local authority for flight clearance and compliance with the local requirements, since those elements are outside the scope of the conditions of 21.A.708(b) (see Part 21.A.711(e)).)

4B.5 Permit to fly records, responsibilities, retention and access

(This paragraph should describe how records are kept, duration of record-keeping, location where records are stored, access to records, and responsibilities.)

PART 5 — APPENDICES

5.1 Sample documents

(A self-explanatory paragraph.)

5.2 List of airworthiness review staff

(A self-explanatory paragraph.)

5.3 List of subcontractors as per M.A.711(a)(3)

(A self-explanatory paragraph; in addition, it should set out that the list should be periodically reviewed.)

5.4 List of approved maintenance organisations contracted

(This paragraph should include the list of contracted maintenance organisations, detailing the scope of the contracted work. In addition, it should set out that the list should be periodically reviewed.)

5.5 Copy of contracts for subcontracted work (Appendix II to AMC M.A.711(a)(3))

(A self-explanatory paragraph.)

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

Appendix VI to AMC M.B.602(f) — EASA Form 6F

M.A. SUBPART F APPROVAL RECOMMENDATION REPORT EASA FORM 6F	
Part 1: General	
Name of organisation:	
Approval reference:	
Requested approval rating/	
EASA Form 3 dated*:	
Other approvals held (If app.)	
Address of facility audited:	
Audit period: from	to
Date(s) of audit(s):	
Audit reference(s):	
Persons interviewed:	
Competent authority surveyor:	Signature(s):
Competent authority office:	Date of EASA Form 6F part 1 completion:
	*delete where applicable

M.A. SUBPART F APPROVAL RECOMMENDATION REPORT EASA FORM 6F

Part 2: M.A. Subpart F Compliance Audit Review

The five columns may be labelled and used as necessary to record the approval product line or facility, including subcontractor's, reviewed. Against each column used of the following M.A. Subpart F subparagraphs please either tick (√) the box if satisfied with compliance or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.

Para	Subject					
M.A.603	Extent of approval	☐	☐	☐	☐	☐
M.A.604	Maintenance Organisation Manual (see Part 3)	☐	☐	☐	☐	☐
M.A.605	Facilities	☐	☐	☐	☐	☐
M.A.606	Personnel requirements	☐	☐	☐	☐	☐
M.A.607	Certifying staff and airworthiness review staff	☐	☐	☐	☐	☐
M.A.608	Components, Equipment and tools	☐	☐	☐	☐	☐
M.A.609	Maintenance data	☐	☐	☐	☐	☐
M.A.610	Maintenance work orders	☐	☐	☐	☐	☐
M.A.611	Maintenance standards	☐	☐	☐	☐	☐
M.A.612	Aircraft certificate of release to service	☐	☐	☐	☐	☐
M.A.613	Component certificate of release to service	☐	☐	☐	☐	☐
M.A.614	Maintenance and airworthiness review records	☐	☐	☐	☐	☐
M.A.615	Privileges of the organisation	☐	☐	☐	☐	☐
M.A.616	Organisational review	☐	☐	☐	☐	☐
M.A.617	Changes to the approved maintenance organisation	☐	☐	☐	☐	☐
M.A.619	Findings	☐	☐	☐	☐	☐

Competent authority surveyor(s): Signature(s):

Competent authority office: Date of EASA Form 6F part 2 completion:

M.A. SUBPART F APPROVAL RECOMMENDATION REPORT EASA FORM 6F		
Part 3: Compliance with M.A. Subpart F maintenance organisation manual (MOM) Please either tick (√) the box if satisfied with compliance; or cross (x) if not satisfied with compliance and specify the reference of the Part 4 finding; or enter N/A where an item is not applicable; or N/R when applicable but not reviewed.		
Part A	General	
1.1		Table of content
1.2		List of effective pages
1.3		Record of amendments
1.4		Amendment procedure
1.5		Distribution
1.6		Accountable manager's statement
Part B	Description	
2.1		Organisation's scope of work
2.2		General presentation of the organisation
2.3		Name and title of management personnel
2.4		Organisation chart
2.5		Certifying staff and airworthiness review staff
2.6		Personnel
2.7		General description of the facility
2.8		Tools, equipment and material
2.9		Maintenance data
Part C	General procedures	
3.1		Organisational review
3.2		Training
3.3		Subcontracting of specialised services
3.4		One time authorisations

M.A. SUBPART F APPROVAL RECOMMENDATION REPORT EASA FORM 6F		
Part 3: Compliance with M.A. Subpart F maintenance organisation manual (MOM)		
Part D	Working Procedures	
4.1		Work order acceptance
4.2		Preparation and issue of work package
4.3		Logistics
4.4		Execution
4.5		Release to service – Certifying staff
4.6		Release to service – Supervision
4.7		Release to service – Certificate of release to service
4.8		Records
4.9		Airworthiness review procedures and records for ELA1 aircraft not involved in commercial operations
4.10		[Reserved]
4.11		Special procedures
4.12		Occurrence reporting
4.13		Management of indirect approval of the manual
Part E	Appendices	
5.1		Sample of all documents used
5.2		List of subcontractors.
5.3		List of maintenance locations
5.4		List of Part-145, M.A. Subpart F or Part-CAO organisations
MOM reference: MOM amendment:		
Competent authority audit staff: Signature(s):		
Competent authority office: Date of EASA Form 6F part 3 completion:		

M.A. SUBPART F APPROVAL RECOMMENDATION REPORT EASA FORM 6F					
Part 4: Findings regarding M.A. Subpart F compliance status Each level 1 and 2 finding should be recorded whether it has been rectified or not and should be identified by a simple cross reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.					
Part 2 or 3 ref.	Audit reference(s): Findings	Level	Corrective action		
			Date Due	Date Closed	Reference

M.A. SUBPART F APPROVAL RECOMMENDATION REPORT EASA FORM 6F
Part 5: M.A. Subpart F **approval or continued approval or change recommendation**
Name of organisation: Approval reference: Audit reference(s): The following M.A. Subpart F scope of approval is recommended for this organisation: Or, it is recommended that the M.A. Subpart F scope of approval specified in EASA Form 3 referenced ..... be continued.   Name of recommending competent authority surveyor: Signature of recommending competent authority surveyor: Competent authority office: Date of recommendation: EASA Form 6F review (quality check): Date:

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix VII to AMC M.B.702(f) — EASA Form 13~~

~~M.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13~~	
~~Part 1: General~~	
~~Name of organisation:~~	
~~Approval reference:~~	
~~Requested approval rating/~~	
~~EASA Form 14 or AOC dated*:~~	
~~Other approvals held (if app.)~~	
~~Address of facility(ies) audited:~~	
~~Audit period: from~~	~~to~~
~~Date(s) of audit(s):~~	
~~Audit reference(s):~~	
~~Persons interviewed:~~	
~~Competent authority surveyor:~~	~~Signature(s):~~
~~Competent authority office:~~	~~Date of EASA Form 13 Part 1 completion:~~
	~~*delete as appropriate~~

M.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13

Part 2: M.A. Subpart G Compliance Audit Review

The five columns may be labelled and used as necessary to record the approval product line or facility, including subcontractor's, reviewed. Against each column used of the following M.A. Subpart G subparagraphs, please either tick (√) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.

Para	Subject					
M.A.703	Extent of approval	☐	☐	☐	☐	☐
M.A.704	Continuing airworthiness management exposition (see Part 3)	☐	☐	☐	☐	☐
M.A.705	Facilities	☐	☐	☐	☐	☐
M.A.706	Personnel requirements	☐	☐	☐	☐	☐
M.A.707	Airworthiness review staff	☐	☐	☐	☐	☐
M.A.708	Continuing airworthiness management	☐	☐	☐	☐	☐
M.A.202 ML.A.202	Occurrence reporting	☐	☐	☐	☐	☐
M.A.709	Documentation	☐	☐	☐	☐	☐
M.A.710	Airworthiness review	☐	☐	☐	☐	☐
M.A.711	Privileges of the organisation	☐	☐	☐	☐	☐
M.A.712	Quality system	☐	☐	☐	☐	☐
M.A.713	Changes to the approved continuing airworthiness organisation	☐	☐	☐	☐	☐
M.A.714	Record-keeping	☐	☐	☐	☐	☐
M.A.716	Findings	☐	☐	☐	☐	☐

Competent authority surveyor(s): Signature(s):

Competent authority office: Date of EASA Form 13 Part 2 completion:

M.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13		
Part 3: Compliance with M.A. Subpart G continuing airworthiness management exposition (CAME) Please either tick (√) the box if satisfied with compliance; or cross (x) if not satisfied with compliance and specify the reference of the Part 4 finding; or enter N/A where an item is not applicable; or N/R when applicable but not reviewed.		
PART 0	General organisation	
0.1		Corporate commitment by the accountable manager
0.2		General information
0.3		Management personnel
0.4		Management organisation chart
0.5		Notification procedure to the competent authority regarding changes to the organisation's activities/approval/location/personnel
0.6		Exposition amendment procedures
PART 1	Continuing airworthiness management procedures	
1.1		Aircraft technical log utilisation and MEL application Aircraft continuing airworthiness record system utilisation
1.2		Aircraft maintenance programmes – development amendment and approval
1.3		Time and continuing airworthiness records, responsibilities, retention, access
1.4		Accomplishment and control of airworthiness directives
1.5		Analysis of the effectiveness of the maintenance programme(s)
1.6		Non mandatory modification embodiment policy
1.7		Major repair and modification standards
1.8		Defect reports
1.9		Engineering activity
1.10		Reliability programmes
1.11		Pre-flight inspections
1.12		Aircraft weighing
1.13		Check flight procedures
PART 2	Quality system	
2.1		Continuing airworthiness quality policy, plan and audits procedure
2.2		Monitoring of continuing airworthiness management activities
2.3		Monitoring of the effectiveness of the maintenance programme(s)
2.4		Monitoring that all maintenance is carried out by an appropriate maintenance organisation
2.5		Monitoring that all contracted maintenance is carried out in accordance with the contract, including subcontractors used by the maintenance contractor
2.6		Quality audit personnel
PART 3	Contracted Maintenance	

~~3.1~~		~~Procedures for contracted maintenance~~
~~3.2~~		~~Quality audit of aircraft~~
~~PART 4~~	~~Airworthiness review procedures~~	
~~4.1~~		~~Airworthiness review staff~~
~~4.2~~		~~Review of aircraft records~~
~~4.3~~		~~Physical survey~~
~~4.4~~		~~Additional procedures for recommendations to competent authorities for the import of aircraft~~
~~4.5~~		~~Recommendations to competent authorities for the issue of airworthiness review certificates~~
~~4.6~~		~~Issuance of airworthiness review certificates~~
~~4.7~~		~~Airworthiness review records, responsibilities, retention and access~~
~~PART 4B~~	~~Permit to fly procedures~~	
~~4B.1~~		~~Conformity with approved flight conditions~~
~~4B.2~~		~~Issue of permit to fly under the CAMO privilege~~
~~4B.3~~		~~Permit to fly authorised signatories~~
~~4B.4~~		~~Interface with the local authority for the flight~~
~~4B.5~~		~~Permit to fly records, responsibilities, retention and access~~
~~PART 5~~	~~Appendices~~	
~~5.1~~		~~Sample Documents~~
~~5.2~~		~~List of airworthiness review staff~~
~~5.3~~		~~List of subcontractors as per M.A.711(a)(3)~~
~~5.4~~		~~List of approved maintenance organisations contracted~~
~~5.5~~		~~Copy of contracts for subcontracted work (Appendix II to AMC M.A.711(a)(3))~~

~~CAME Reference: CAME Amendment:~~
~~Competent authority audit staff: Signature(s):~~

~~Competent authority office: Date of EASA Form 13 Part 3 completion:~~

M.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13					
Part 4: Findings regarding M.A. Subpart G compliance status Each level 1 and 2 finding should be recorded whether it has been rectified or not and should be identified by a simple cross reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.					
Part 2 or 3 ref.	Audit reference(s): Findings	Level	Corrective action		
			Date Due	Date Closed	Reference

M.A. SUBPART G APPROVAL RECOMMENDATION REPORT EASA FORM 13
Part 5: M.A. Subpart G approval or continued approval or change recommendation*
Name of organisation: Approval reference: Audit reference(s): The following M.A. Subpart G scope of approval is recommended for this organisation: Or, it is recommended that the M.A. Subpart G scope of approval specified in EASA Form 14 referenced ..... be continued. Name of recommending competent authority surveyor: Signature of recommending competent authority surveyor: Competent authority office: Date of recommendation: EASA Form 13 review (quality check): Date: *delete as appropriate

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

Appendix VIII to AMC M.A.616 — Organisational Review

This is only applicable to organisations with less than 10 maintenance staff members. For larger organisations, the principles and practices of an independent quality system should be used.

Depending on the complexity of the small organisation (number and type of aircraft, number of different fleets, subcontracting of specialised services, etc.), the organisational review system may vary from a system using the principles and practices of a quality system (except for the requirement of independence) to a simplified system adapted to the low complexity of the organisation and the aircraft managed.

As a core minimum, the organisational review system should have the following features, which should be described in the Maintenance Organisation Manual (MOM):

a. Identification of the person responsible for the organisational review programme.

By default, this person should be the accountable manager, unless he delegates this responsibility to (one of) the M.A.606(b) person(s).

b. Identification and qualification criteria for the person(s) responsible for performing the organisational reviews.

These persons should have a thorough knowledge of the regulations and of the maintenance organisation procedures. They should also have knowledge of audits, acquired through training or through experience (preferably as an auditor, but also possibly because they actively participated in several audits conducted by the competent authority).

c. Elaboration of the organisational review programme:

- Checklist(s) covering all items necessary to be satisfied that the organisation delivers a safe product and complies with the regulation. All procedures described in the MOM should be addressed.
- A schedule for the accomplishment of the checklist items. Each item should be checked at least every 12 months. The organisation may choose to conduct one full review annually or to conduct several partial reviews.

d. Performance of organisational reviews

- Each checklist item should be answered using an appropriate combination of:
- review of records, documentation, etc;
- sample check of aircraft under contract or being maintained under a work order;
- interview of personnel involved;
- review of discrepancies and difficulty internal reports (e.g. notified difficulties in using current procedures and tools, systematic deviations from procedures, etc.);
- review of complaints filed by customers after delivery.

e. Management of findings and occurrence reports.

- All findings should be recorded and notified to the affected persons.
- All level 1 findings, in the sense of M.A.619(a), should be immediately notified to the competent authority and all necessary actions on aircraft in service should be immediately taken.

- All occurrence reports should be reviewed with the aim for continuous improvement of the system by identifying possible corrective and preventive actions. This should be done in order to find prior indicators (e.g., notified difficulties in using current procedures and tools, systematic deviations from procedures, unsafe behaviours, etc.), and dismissed alerts that, had they been recognised and appropriately managed before the event, could have resulted in the undesired event being prevented.
- Corrective and preventive actions should be approved by the person responsible for the organisational review programme and implemented within a specified time frame.
- Once the person responsible for the organisational review programme is satisfied that the corrective action is effective, closure of the finding should be recorded along with a summary of the corrective action.
- The accountable manager should be notified of all significant findings and, on a regular basis, of the global results of the organisational review programme.

Following is a typical example of a simplified organisational review checklist, **to be adapted as necessary to cover the MOM procedures:**

1 – Scope of work

Check that:

- All aircraft and components under maintenance or under contract are covered in EASA Form 3.
- The scope of work in the MOM does not disagree with EASA Form 3.
- No work has been performed outside the scope of EASA Form 3 and the MOM.

2 – Maintenance data

- Check that maintenance data to cover the aircraft in the scope of work of the MOM are present and up-to-date.
- Check that no change has been made to the maintenance data from the TC holder without being notified.

3 – Equipment and Tools

- Check the equipment and tools against the lists in the MOM and check if still appropriate to the TC holder's instructions.
- Check tools for proper calibration (sample check).

4 – Stores

- Do the stores meet the criteria in the procedures of the MOM?
- Check by sampling some items in the store for presence of proper documentation and any overdue items.

5 – Certification of maintenance and airworthiness review

- Has maintenance on products and components been properly certified?
- Have implementation of modifications/repairs been carried out with appropriate approval of such modifications/repairs (sample check)?
- Have airworthiness reviews been properly performed and the airworthiness review certificate properly been issued?

6 – Relations with the owners/operators

- Has maintenance been carried out with suitable work orders?
- When a contract has been signed with an owner/operator, has the obligations of the contracts been respected on each side?

7 – Personnel

- Check that the current accountable manager and other nominated persons are correctly identified in the approved MOM.
- If the number of personnel has decreased or if the activity has increased, check that the staff are still adequate to ensure a safe product.
- Check that the qualification of all new personnel (or personnel with new functions) has been appropriately assessed.
- Check that the staff have been trained, as necessary, to cover changes in:
  - regulations,
  - competent authority publications,
  - the MOM and associated procedures,
  - the products in the scope of work,
  - maintenance data (significant ADs, SBs, etc.).

8 – Maintenance contracted

- Sample check of maintenance records:
  - Existence and adequacy of the work order,
  - Data received from the maintenance organisation:
    - Valid CRS including any deferred maintenance,
    - List of removed and installed equipment and copy of the associated EASA Form 1 or equivalent.
- Obtain a copy of the current approval certificate (EASA Form 3) of the maintenance organisations contracted.

9 – Maintenance subcontracted

Check that subcontractors for specialised services are properly controlled by the organisation.

10 – Technical records and record-keeping

- Have the maintenance actions been properly recorded?
- Have the certificates (EASA Form 1 and Conformity certificates) been properly collected and recorded?
- Perform a sample check of technical records to ensure completeness and storage during the appropriate periods.
- Is storage of computerised data properly ensured?

11 – Occurrence reporting procedures

- Check that reporting is properly performed.
- Actions taken and recorded.

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix IX to AMC M.A.602 and AMC M.A.702 — EASA Form 2~~

~~Application for~~

~~Competent authority~~	~~Part-M Subpart F Approval*~~	~~Initial */ Change*~~
	~~Part-145 Approval*~~	~~Initial */ Change*~~
	~~Part-M Subpart G Approval*~~	~~Initial */ Change*~~
	~~Part-CAMO approval*~~	~~initial */ Change*~~
	~~Part-CAO approval*~~	~~initial */ Change*~~

~~1. Registered name of applicant:~~

~~2. Trading name (if different):~~

~~3. Addresses requiring approval:~~

~~4. Tel. ..... Fax .....~~

~~E-mail .....~~

~~5. Terms of approval and scope of work relevant to this application:~~

~~6. Position and name of the (proposed*) Accountable Manager:~~
~~.....~~

~~7. Signature of the (proposed*) Accountable Manager: .....~~

~~8. Place: .....~~

~~9. Date: .....~~

~~Note (1): A note giving the address(es) to which the EASA Form(s) should be sent.~~

~~Note (2): An optional note to give information on any fees payable.~~

~~* delete as applicable~~

~~**EASA Form 2** Page 1 of 1~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note. In addition, EASA Form 2 is proposed to be deleted to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014 and grant additional flexibility to competent authorities for receiving applications.*

  The objective is not to prescribe any specific formatting and simplify the regulatory framework by referring only to the AMC dedicated to applications in Part-145, Part-CAMO, and Part-CAO. The same logic is applied to EASA Form 12 and Part-147 (see proposed amendments to those AMC).

~~Appendix X to AMC M.B.602(a) and AMC M.B.702(a) — EASA Form 4~~

~~[COMPETENT AUTHORITY]~~

~~Details of Management Personnel required to be accepted as specified in Part- .....~~

~~1. Name:~~

~~2. Position:~~

~~3. Qualifications relevant to the item (2) position:~~

~~4. Work experience relevant to the item (2) position:~~

~~Signature: ..... Date: .....~~

~~On completion, please send this form under confidential cover to the competent authority~~

~~Competent authority use only~~
~~Name and signature of authorised competent authority staff member accepting this person:~~

~~Signature: ..... Date: .....~~

~~Name: ..... Office: .....~~

~~EASA Form 4~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

Appendix XI to AMC M.A.708(c) — Contracted maintenance

1. Maintenance contracts

The following paragraphs are not intended to provide a standard maintenance contract, but to provide a list of the main points that should be addressed, when applicable, in a maintenance contract between the CAMO managing aircraft subject to Part-M and a maintenance organization approved in accordance with Part-145 or Subpart F of Part-M. The following paragraphs only address technical matters and exclude matters such as costs, delay, warranty, etc.

When maintenance is contracted to more than one maintenance organisation (for example, aircraft base maintenance to X, engine maintenance to Y, and line maintenance to Z1, Z2 and Z3), attention should be paid to the consistency of the different maintenance contracts.

A maintenance contract is not normally intended to provide appropriate detailed work instructions to personnel. Accordingly, there should be established organisational responsibilities, procedures and routines in the CAMO and the maintenance organisation to cover these functions in a satisfactory way such that any person involved is informed about his/her responsibilities and the procedures that apply. These procedures and routines can be included/appended to the CAME and to the maintenance organisation's manual/MOE, or can consist in separate procedures. In other words, procedures and routines should reflect the conditions of the contract.

2. Aircraft/engine maintenance

The following subparagraphs may be adapted to a maintenance contract that applies to aircraft base maintenance, aircraft line maintenance, and engine maintenance.

Aircraft maintenance also includes the maintenance of the engines and APU while they are installed on the aircraft.

2.1. Scope of work

The type of maintenance to be performed by the maintenance organisation should be specified unambiguously. In case of line and/or base maintenance, the contract should specify the aircraft type and, preferably, should include the aircraft's registrations.

In case of engine maintenance, the contract should specify the engine type.

2.2. Locations identified for the performance of maintenance/certificates held

The place(s) where base, line or engine maintenance, as applicable, will be performed should be specified. The certificate held by the maintenance organisation at the place(s) where maintenance will be performed should be referred to in the contract. If necessary, the contract may address the possibility of performing maintenance at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity to support occasional line maintenance.

2.3. Subcontracting

The maintenance contract should specify under which conditions the maintenance organisation may subcontract tasks to a third party (regardless if this third party is approved or not). At least the contract should make reference to M.A.615 and 145.A.75. Additional guidance is provided by the associated AMC/GM. In addition, the CAMO may require the maintenance organisation

to obtain the CAMO approval before subcontracting to a third party. Access should be given to the CAMO to any information (especially the quality monitoring information) about the maintenance organisation's subcontractors involved in the contract. It should, however, be noted that under the CAMO responsibility both the CAMO and its competent authority are entitled to be fully informed about subcontracting, although the competent authority will normally only be concerned with aircraft, engine and APU subcontracting.

2.4. Maintenance programme

The maintenance programme, under which maintenance has to be performed, has to be specified.

The CAMO should have that maintenance programme approved by its competent authority.

2.5. Quality monitoring

The terms of the contract should include a provision allowing the CAMO to perform a quality surveillance (including audits) of the maintenance organisation. The maintenance contract should specify how the results of the quality surveillance are taken into account by the maintenance organisation (see also paragraph 2.22. 'Meetings').

2.6. Competent authority involvement

The contract should identify the competent authority(ies) responsible for the oversight of the aircraft, the operator, the CAMO, and the maintenance organisation. Additionally, the contract should allow competent authority(ies) access to the maintenance organisation.

2.7. Maintenance data

The contract should specify the maintenance data and any other manual required for the fulfilment of the contract, and how these data and manuals are made available and kept current (regardless if they are provided by the CAMO or by the maintenance organisation).

This may include but is not limited to:

- maintenance programme,
- airworthiness directives,
- major repairs/modification data,
- aircraft maintenance manual,
- aircraft illustrated parts catalogue (IPC),
- wiring diagrams,
- troubleshooting manual,
- Minimum Equipment List (normally on board the aircraft),
- operator's manual,
- flight manual,
- engine maintenance manual,
- engine overhaul manual.

2.8. Incoming conditions

The contract should specify in which condition the aircraft should be made available to the maintenance organisation. For extensive maintenance, it may be beneficial that a work scope planning meeting be organised so that the tasks to be performed may be commonly agreed (see also paragraph 2.23 'Meetings').

2.9. Airworthiness directives and service bulletins/modifications

The contract should specify the information that the CAMO is responsible to provide to the maintenance organisation, such as:

the status of the ADs including due date and the selected means of compliance, if applicable; and

status of modifications and the decision to embody a modification or an SB.

In addition, the contract should specify the type of information the CAMO will need in return to complete the control of ADs and modification status.

2.10. Hours and cycles control

Hours and cycles control is the responsibility of the CAMO, and the contract should specify how the CAMO should provide the current hours and cycles to the maintenance organisation and whether the maintenance organisation should receive the current flight hours and cycles on a regular basis so that it may update the records for its own planning functions (see also paragraph 2.22 'Exchange of information').

2.11. Life-limited parts and time-controlled components

The control of life-limited parts and time-controlled components is the responsibility of the CAMO. The contract should specify whether the CAMO should provide the status of life-limited parts and time-controlled components to the maintenance organisation, and the information that the approved organisation will have to provide to the CAMO about the removal/installation of the life-limited parts and time-controlled components removal/installation so that the CAMO may update its records (see also paragraph 2.22 'Exchange of information').

2.12. Supply of parts

The contract should specify whether a particular type of material or component is supplied by the CAMO or by the maintenance organisation, which type of component is pooled, etc. The contract should clearly state that it is the maintenance organisation's responsibility to be in any case satisfied that the component in question meets the approved data/standard and to ensure that the aircraft component is in a satisfactory condition for installation. Additional guidance on the acceptance of components is provided in M.A.402 and 145.A.42.

2.13. Pooled parts at line stations

If applicable, the contract should specify how the subject of pooled parts at line stations should be addressed.

2.14. Scheduled maintenance

For planning scheduled maintenance checks, the support documentation to be given to the maintenance organisation should be specified. This may include but is not limited to:

- applicable work package, including job cards;
- scheduled component removal list;

- modifications to be incorporated.

When the maintenance organisation determines, for any reason, to defer a maintenance task, it has to be formally agreed with the CAMO. If the deferment goes beyond an approved limit, please refer to paragraph 2.17 'Deviation from the maintenance schedule'. This should be addressed, where applicable, in the maintenance contract.

2.15. Unscheduled maintenance/defect rectification

The contract should specify to which level the maintenance organisation may rectify a defect without reference to the CAMO. It should describe, as a minimum, the management of approval of repairs and the incorporation of major repairs. The deferment of any defect rectification should be submitted to the CAMO.

2.16. Deferred tasks

See paragraphs 2.14 and 2.15 above, as well as 145.A.50(e) and M.A.801(g). In addition, for aircraft line and base maintenance, the use of the operator's MEL and the liaison with the CAMO in case of a defect that cannot be rectified at the line station should be addressed.

2.17. Deviation from the maintenance schedule

Deviations from the maintenance schedule have to be managed by the CAMO in accordance with the procedures established in the maintenance programme. The contract should specify the support the maintenance organisation may provide to the operator in order to substantiate the deviation request.

2.18. Maintenance check flight

If any maintenance check flight is required after aircraft maintenance, it should be performed in accordance with the procedures established in the continuing airworthiness management exposition or the operator's manual.

2.19. Bench test

The contract should specify the acceptability criterion and whether a representative of the CAMO should witness an engine undergoing test.

2.20. Release to service documentation

The release to service has to be performed by the maintenance organisation in accordance with its maintenance organisation procedures. The contract should, however, specify which support forms have to be used (aircraft technical log, maintenance organisation's release format, etc.) and the documentation that the maintenance organisation should provide to the CAMO upon delivery of the aircraft. This may include but is not limited to:

- certificate of release to service,
- flight test report,
- list of modifications embodied,
- list of repairs,
- list of ADs accomplished,
- maintenance visit report,
- test bench report.

~~2.21. Maintenance record-keeping~~

~~The CAMO may subcontract the maintenance organisation to retain some of the maintenance records required by Part-M Subpart C. This means that the CAMO subcontracts under its quality system part of its record-keeping tasks and, therefore, the provisions of M.A.711(a)(3) apply.~~

~~2.22. Exchange of information~~

~~Each time exchange of information between the CAMO and the maintenance organisation is necessary, the contract should specify what information should be provided and when (i.e. in which case or at what frequency), how, by whom and to whom it has to be transmitted.~~

~~2.23. Meetings~~

~~The maintenance contract should include the provision for a certain number of meetings to be held between the CAMO and the maintenance organisation.~~

~~2.23.1. Contract review~~

~~Before the contract is enforced, it is very important that the technical personnel of both parties, that are involved in the fulfilment of the contract, meet in order to be sure that every point leads to a common understanding of the duties of both parties~~

~~2.23.2. Work scope planning meeting~~

~~Work scope planning meetings may be organised so that the tasks to be performed may be commonly agreed.~~

~~2.23.3. Technical meeting~~

~~Scheduled meetings may be organised in order to review on a regular basis technical matters such as ADs, SBs, future modifications, major defects found during maintenance check, aircraft and component reliability, etc.~~

~~2.23.4. Quality meeting~~

~~Quality meetings may be organised in order to examine matters raised by the CAMO's quality surveillance and to agree upon necessary corrective actions.~~

~~2.23.5. Reliability meeting~~

~~When a reliability programme exists, the contract should specify the CAMO's and maintenance organisation's respective involvement in that programme, including the participation in reliability meetings.~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

Appendix XII to ~~AMC M.A.706(f) and~~ AMC1 M.B.102(c) — Fuel tank safety training

This appendix includes general instructions for providing training on Fuel Tank Safety issues.

[…]

B) Affected organisations:

– […]

– Competent authorities responsible for the oversight as per ~~M.B.704~~ CAMO.B.305 of aeroplanes specified in paragraph A) and for the oversight of the CAMOs specified in this paragraph B).

C) Persons from affected organisations who should receive training:

Phase 1 only:

– […]

– Personnel of the competent authorities responsible for the oversight as per ~~M.B.704~~ CAMO.B.305 of aeroplanes specified in paragraph A) and in the oversight of CAMOs specified in paragraph B).

[…]

F) Approval of training

For CAMOs the approval of the initial and continuation training programme and the content of the examination can be achieved by the change of the CAME exposition. The modification of the CAME should be ~~approved~~ managed as required by ~~M.A.704(b)~~ CAMO.A.300. The necessary changes to the CAME to meet the content of this decision should be made and implemented at the time requested by the competent authority.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

~~Appendix XIII to AMC M.A.712(f) — Organisational review~~

~~The following text provides relevant information for conducting organisational reviews in accordance with M.A.712 for the particular case of a CAMO working on aircraft subject to Part-M.~~

~~**Organisational reviews may replace a full quality system in accordance with the provisions of M.A.712(f) and AMC M.A.712(f) and as described in the continuing airworthiness management exposition (CAME)**~~

~~Depending on the complexity of the small organisation (number and type of aircraft, number of different fleets, privilege to perform airworthiness reviews, etc.), the organisational review system may vary from a system using the principles and practices of a quality system (except for the requirement of independence) to a simplified system adapted to the low complexity of the organisation and the aircraft managed.~~

As a core minimum, the organisational review system should have the following features, which should be described in the CAME:

a. Identification of the person responsible for the organisational review programme:

By default, this person should be the accountable manager, unless he delegates this responsibility to (one of) the M.A.706(c) person(s).

b. Identification and qualification criteria for the person(s) responsible for performing the organisational reviews:

These persons should have a thorough knowledge of the regulations and of the continuing airworthiness management organisation (CAMO) procedures. They should also have knowledge of audits, acquired through training or through experience (preferably as an auditor, but also possibly because they actively participated in several audits conducted by the competent authority).

c. Elaboration of the organisational review programme:

- Checklist(s) covering all items necessary to be satisfied that the organisation delivers a safe product and complies with the regulation. All procedures described in the CAME should be addressed.
- A schedule for the accomplishment of the checklist items. Each item should be checked at least every 12 months. The organisation may choose to conduct one full review annually or to conduct several partial reviews.

d. Performance of organisational reviews:

- Each checklist item should be answered using an appropriate combination of:
- review of records, documentation, etc.
- sample check of aircraft under contract.
- interview of personnel involved.
- review of discrepancies and difficulty internal reports (e.g., notified difficulties in using current procedures and tools, systematic deviations from procedures, etc.).
- review of complaints filed by customers.

e. Management of findings and occurrence reports:

- All findings should be recorded and notified to the affected persons.
- All level 1 findings, in the sense of M.A.716(a), should be immediately notified to the competent authority and all necessary actions on aircraft in service should be immediately taken.
- All occurrence reports should be reviewed with the aim for continuous improvement of the system by identifying possible corrective and preventive actions. This should be done in order to find prior indicators (e.g., notified difficulties in using current procedures and tools, systematic deviations from procedures, unsafe behaviours, etc.), and dismissed alerts that, had they been recognised and appropriately managed before the event, could have resulted in the undesired event being prevented.
- Corrective and preventive actions should be approved by the person responsible for the organisational review programme and implemented within a specified time frame.

- Once the person responsible for the organisational review programme is satisfied that the corrective action is effective, closure of the finding should be recorded along with a summary of the corrective action.
- The accountable manager should be notified of all significant findings and, on a regular basis, of the global results of the organisational review programme.

Following is a typical example of a simplified organisational review checklist, **to be adapted as necessary to cover the CAME procedures:**

1 – Scope of work

- All aircraft under contract are covered in the Form 14.
- The scope of work in the CAME does not disagree with the Form 14.
- No work has been performed outside the scope of the Form 14 and the CAME.
- Is it justified to retain in the approved scope of work aircraft types for which the organisation has no longer aircraft under contract?

2 – Airworthiness situation of the fleet

- Does the continuing airworthiness status (AD, maintenance programme, life limited components, deferred maintenance, ARC validity) show any expired items? If so, are the aircraft grounded?

3 – Aircraft maintenance programme

- Check that all revisions to the TC/STC holders Instructions for Continuing Airworthiness, since the last review, have been (or are planned to be) incorporated in the maintenance programme, unless otherwise approved by the Competent Authority.
- Has the maintenance programme been revised to take into account all modifications or repairs impacting the maintenance programme?
- Have all maintenance programme amendments been approved at the right level (competent authority or indirect approval)?
- Does the status of compliance with the maintenance programme reflect the latest approved maintenance programme?
- Has the use of maintenance programme deviations and tolerances been properly managed and approved?

4 – Airworthiness Directives (and other mandatory measures issued by the competent authority)

- Have all ADs issued since the last review been incorporated into the AD status?
- Does the AD status correctly reflect the AD content: applicability, compliance date, periodicity…? (sample check on ADs)

5 – Modifications/repairs

- Are all modifications/repairs listed in the corresponding status approved in accordance with M.A.304? (sample check on modifications/repairs)
- Have all the modifications/repairs which have been installed since the last review been incorporated in the corresponding status? (sample check from the aircraft/component logbooks)

6 – Relations with the owners/operators

- Has a contract (in accordance with Appendix I to Part-M) been signed with each external owner/operator, covering all the aircraft whose airworthiness is managed by the CAMO?
- Have the owners/operators under contract fulfilled their obligations identified in the contract? As appropriate:
  - Are the pre-flight checks correctly performed? (interview of pilots)
  - Are the technical log or equivalent correctly used (record of flight hours/cycles, defects reported by the pilot, identification of what maintenance is next due etc.)?
  - Did flights occur with overdue maintenance or with defects not properly rectified or deferred? (sample check from the aircraft records)
  - Has maintenance been performed without notifying the CAMO (sample check from the aircraft records, interview of the owner/operator)?

7 – Personnel

- Check that the current accountable manager and other nominated persons are correctly identified in the approved CAME.
- If the number of personnel has decreased or if the activity has increased, check that the organisation still has sufficient staff.
- Check that the qualification of all new personnel (or personnel with new functions) has been appropriately assessed.
- Check that the staff has been trained, as necessary, to cover changes in:
  - regulations,
  - competent authority publications,
  - the CAME and associated procedures,
  - the approved scope of work,
  - maintenance data (significant ADs, SBs, ICA amendments, etc.).

8 – Maintenance contracted

- Sample check of maintenance records:
  - Existence and adequacy of the work order,
  - Data received from the maintenance organisation:
    - Valid CRS including any deferred maintenance
    - List of removed and installed equipment and copy of the associated Form 1 or equivalent.
- Obtain a copy of the current approval certificate (Form 3) of the maintenance organisations contracted.

9 – Technical records and record-keeping

- Have the certificates (Form 1 and Conformity certificates) been properly collected and recorded?
- Perform a sample check of technical records to ensure completeness and storage during the appropriate periods.
- Is storage of computerised data properly ensured?

~~**10 – Occurrence reporting procedures**~~

~~– Check that reporting is properly performed,~~

~~– Actions taken and recorded.~~

~~**11 – Airworthiness review**~~

Rationale:

- *This point is deleted to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

ANNEX II (PART-145)

SECTION A — TECHNICAL AND ORGANISATION REQUIREMENTS

AMC1 145.A.15 Application for an organisation certificate

~~An application should be made on an EASA Form 2 (refer to Appendix III to AMC1 145.A.15) or an equivalent form that is acceptable to the competent authority.~~

~~EASA Form 2 is valid for the application for other types of organisations pursuant to Regulation (EU) No 1321/2014. Organisations that apply for several certificates may do so using a single EASA Form 2.~~

1. Format of the application

The application for an organisation certificate should be made in accordance with the application process defined by the competent authority, which may include applications:

– using documentation in physical format;

– using an online platform allowing the upload of supporting documentation;

– using other practical means deemed appropriate by the competent authority.

2. Application information

The application should include at least the following information:

– The organisation certificate(s) or changes thereto which are applied for (e.g. Part-145 approval initial or change).

Organisations that apply for several certificates or changes thereto pursuant to Regulation (EU) No 1321/2014 may do so through a single application;

– Registered name and trading name (if different) of the applicant;

– Address(es) of the applicant which require approval;

– Contact information of the applicant (e.g. telephone, email, etc.);

– Terms of approval and scope of work relevant to the application;

– Name, position, and signature of the person responsible for the application.

When the application is made digitally, the signature should be an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS);

– Place where and date when the application was submitted.

Rationale:

- *This AMC is proposed to be amended to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014. This amendment mentions that physical and digital applications are all possible, as decided by the competent authority. In addition, EASA Form 2 is deleted and all references thereto as well in order not to prescribe any specific formatting but rather to list the minimum application information.*

To complement this change, Appendix III to AMC1 145.A.15, referring to EASA Form 2, is deleted.

145.A.30 Personnel requirements

[…]

(h) Any organisation maintaining aircraft, except where stated otherwise in point (j), shall:

1. […]

(i) Category B1 and B2 support staff shall ensure that all ~~relevant~~ tasks or inspections relevant to their licence category have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.

[…]

[…]

(i) Any B-, C-, or D-rated organisation shall have appropriate ~~Component~~ certifying staff ~~shall be~~ qualified in accordance with Article 5(6) or Article 5(9), as applicable, and point 145.A.35.

(j) By way of derogation from points (g) and (h), in relation to the obligation to comply with Annex III (Part-66), the organisation may use certifying staff and support staff that are qualified in accordance with point 145.A.35 and the following provisions:

[…]

[…]

Rationale:

- *Point (h)(1)(i) is proposed to be amended to prevent the wrong understanding that this point excludes certain base maintenance tasks from verification by the B1/B2 Support staff, while all tasks are subject to verification by the B1/B2 Support staff. This point means that the B1 staff will verify B1-related tasks and the B2 staff will verify B2-related tasks.*
- *Point (i) is proposed to be amended to clarify that B-, C- and D-rated organisations require appropriate certifying staff, and that the requirements for such staff are specified in Article 5(6) or Article 5(9), and point 145.A.35. Article 5(6) establishes that, for component certifying staff under B- and C-rated organisations, the applicable qualifications are in accordance the national laws in force in the relevant Member State. Article 5(9) establishes that, for certifying staff working under D-rated organisations, qualifications must comply with a European or equivalent standard recognised by the Agency, such as EN 4179.*
- *Point (j) is proposed to be amended to establish a link with the applicable requirements in 145.A.35, as certain requirements in that provision also apply to some of the cases covered under point (j).*

AMC1 145.A.30(c);(ca) Personnel requirements

SAFETY MANAGEMENT AND COMPLIANCE MONITORING FUNCTION

[…]

(c) If the functions related to compliance monitoring or safety management are combined with other duties, the organisation should ensure that this does not result in any conflicts of interest.

In particular, the compliance monitoring function should be independent from the maintenance functions.

Nevertheless, for the purpose of maintaining recency of experience or gaining relevant expertise, compliance monitoring personnel may carry out maintenance activities under the condition that their regular function does not include any actions related to the maintenance activity in which they are involved. For the duration of the maintenance activity, such personnel should be considered maintenance personnel under the coordination of the person responsible for the relevant maintenance function and should be subjected to the applicable procedures. The organisation should describe such process, its means of control and mitigating measures, in its procedures, if applicable.

[…]

Rationale:

- *Point (c) is proposed to be amended to address cases where the CMM or personnel associated with the compliance monitoring function are involved in maintenance activities to maintain recency or gain expertise, whether to obtain, maintain, or amend an AML, or to support their regular duties.*

~~GM1 145.A.30(ca) Personnel requirements~~

~~**SAFETY MANAGER**~~

~~(a) Depending on the size of the organisation and the nature and complexity of its activities, the safety manager may be assisted by additional safety personnel in performing all the safety management tasks defined in AMC1 145.A.200(a)(1).~~

~~(b) Regardless of the organisational set-up, it is important that the safety manager remains the unique focal point for the development, administration, and maintenance of the organisation's safety management processes.~~

Rationale:

- *This GM is proposed to be deleted, as its provisions are now covered by the new proposed AMC2 145.A.30(cc), while point (b) is already addressed by AMC1 145.A.30(c);(ca).*

AMC1 145.A.30(cc) Personnel requirements

KNOWLEDGE, BACKGROUND AND EXPERIENCE OF NOMINATED PERSON(S) REFERRED TO IN POINTS (b) AND (c) OF 145.A.30

The person or persons to be nominated in accordance with points (b)~~,~~and (c) ~~and (ca)~~ of point 145.A.30 should have:

[…]

(d) a relevant engineering or technical degree, or an aircraft technician or maintenance engineer qualification with additional education that is acceptable to the competent authority. 'Relevant engineering or technical degree' means a degree from aeronautical, mechanical, electrical, electronic, avionics or other studies that are relevant to the maintenance and/or continuing airworthiness of aircraft/aircraft components.

The provision set out in the first paragraph of point (d) may be replaced by 2 years of experience in addition to those already recommended by paragraph (c) above. These 2 years should cover an appropriate combination of experience in tasks/activities related to maintenance and/or continuing airworthiness management and/or the surveillance of such tasks.

For the person to be nominated in accordance with point (c) ~~or (ca)~~ of point 145.A.30, in the case where the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139 and that person has already an equivalent position (i.e. compliance monitoring manager~~, safety manager~~) under the additional certificate(s) held, the provisions set out in the first two paragraphs of point (d) may be replaced by the completion of a specific training programme acceptable to the competent authority to gain an adequate understanding of maintenance standards and continuing airworthiness concepts and principles;

[…]

Rationale:

- *This AMC is proposed to be amended to remove references to the Safety Manager, as this role is now proposed to be addressed by the new AMC2 145.A.30(cc).*

AMC2 145.A.30(cc) Personnel requirements

KNOWLEDGE, BACKGROUND AND EXPERIENCE OF NOMINATED PERSON(S) MANAGING THE SAFETY MANAGEMENT PROCESSES REFERRED TO IN POINT (ca) OF 145.A.30

Depending on the size, nature, and complexity of the organisation and its activities, the person or persons to be nominated in accordance with point (ca) of 145.A.30 may be supported by additional personnel providing the necessary technical expertise to perform the tasks associated with the SMS.

The person or persons to be nominated in accordance with point (ca) should be able to demonstrate:

(a) relevant work experience which should cover an appropriate combination of experience in safety-critical tasks and activities in the civil aviation industry or in another comparable industry with a significant safety dimension.

(b) knowledge and understanding of:

(1) the organisation's processes, procedures and policies, activities and interfaces with all relevant aviation entities (such as continuing airworthiness management organisations, operators, maintenance organisations, or subcontracted organisations), which need to be assessed for hazard identification and safety risk assessment.

(2) HF principles.

(3) safety management systems, as defined in this Part, and ICAO Annex 19.

(c) knowledge of the applicable regulations.

(d) strong data management and analytical capabilities, combined with critical reasoning and effective decision-making.

(e) adequate language and communication (oral and written) skills, fostering strong interpersonal bonds and influencing staff to embrace a positive safety culture.

(f) the ability to ensure that safety assessments and investigations are conducted effectively, confidentially, and impartially, including in situations where only limited technical expertise support is available.

Rationale:

- *This AMC dedicated to the safety manager is proposed to be added to ensure the alignment of knowledge, background, and experience requirements across the various aviation domains, allowing the same individual to fulfil the Safety Manager role in multiple domains (e.g. CAMO, Part-145, OPS, etc), when appropriate.*

AMC3 145.A.30(e) Personnel requirements

INITIAL AND RECURRENT TRAINING

[…]

(d) Those responsible for managing the safety management function should receive training on this task. Such training should cover the requirements of safety management system, manuals and procedures related to the task, safety investigation techniques, root-cause analysis, reporting, and recording.

Rationale:

- *This AMC is proposed to be amended to introduce a new point (d) to require additional training to ensure competence in the performance of key safety management tasks.*

AMC5 145.A.30(e) Personnel requirements

OTHER TRAININGS

The organisation should assess the need for particular trainings, including with regards to:

(a) The ~~organisation should assess the need for particular trainings, for example with regard to the~~ 'Electrical Wiring Interconnection System' (EWIS), for which training programme guidance for maintenance organisation personnel is provided in AMC 20-22.~~or 'Critical Design Configuration Control Limitations' (CDCCL).~~

(b) 'Critical Design Configuration Control Limitations' (CDCCL) and fuel tank safety, for which training programme guidance is provided in Appendix IV to AMC5 145.A.30(e) and AMC2 145.B.200(a)(3) ~~Guidance on EWIS training programme for maintenance organisation personnel is provided in AMC 20-22~~.

(c) ~~Guidance on fuel tank safety training is provided in 'Appendix IV to AMC5 145.A.30(e) and AMC2 145.B.200(a)(3)'.~~Extended diversion time operations (EDTO), for which training considerations are set out in Appendix VI to AMC to Part-CAMO (EDTO considerations).

(d) The certification programmes and training on practical skills and theoretical knowledge for maintenance personnel as established by Member States pursuant to Article 10(3) of Regulation (EU) 2024/573 and relating to the maintenance, servicing, leak checks, and recovery of fluorinated greenhouse gases from the cooling circuits of aircraft air conditioning equipment and heat pumps.

Rationale:

- *Points (a) and (b) are proposed to be reworded to improve the structure of AMC5 145.A.30(e).*
- *Point (c) is amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*
- *Point (d) is added to implement Article 10(6) of Regulation (EU) 2024/573, pursuant to which EASA shall update its acceptable means of compliance to reflect those certification programmes and training when they concern aircraft.*

GM2 145.A.30(e) Personnel requirements

COMPETENCY ASSESSMENT ELEMENTS

An example of elements that may be considered during a competency assessment according to the job functions and the scope, size and complexity of the organisation, is given in the following table (not exhaustive):

	Managers	Planners	Supervisor	Certifying staff and support staff	Mechanics	Specialised Service staff	Compliance monitoring staff	Safety management personnel
[…]								
Knowledge of EDTO when relevant	X	X	X	X	X	X	X	X
Knowledge of CDCCL when relevant	X	X	X	X	X	X	X	X
[…]								

Rationale:

- *This GM is amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*

~~GM4 145.A.30(e) Personnel requirements~~

~~**COMPETENCY OF THE SAFETY MANAGER**~~

~~The competency of a safety manager should include, but not be limited to, the following:~~

~~(a) knowledge of ICAO standards and European requirements on safety management;~~

~~(b) an understanding of management systems, including compliance monitoring systems;~~

~~(c) an understanding of risk management;~~

~~(d) an understanding of safety investigation techniques and root cause methodologies;~~

~~(e) an understanding of human factors;~~

~~(f) understanding and promotion of a positive safety culture;~~

~~(g) operational experience related to the activities of the organisation;~~

~~(h) safety management experience;~~

~~(i) interpersonal and leadership skills, and the ability to influence staff;~~

~~(j) oral and written communications skills;~~

~~(k) data management, analytical and problem-solving skills.~~

Rationale:

- *This GM is proposed to be deleted, as its provisions are now covered by the new proposed AMC2 145.A.30(cc) and in AMC3 145.A.30(e).*

145.A.35 Certifying staff and support staff

(a) ~~In addition to the requirements of points 145.A.30(g) and (h),~~ Except for the cases listed in points (3), (4) and (5) of point 145.A.30(j), the organisation shall ensure that certifying staff and support staff have an adequate understanding of the relevant aircraft or components, or both, to be maintained and of the associated organisation procedures. In the case of certifying staff, this shall be accomplished before the issue or reissue of the certification authorisation.

1. Except for the case specified in point 145.A.30(j)(1), 'Support staff' means those staff holding an aircraft maintenance licence under Annex III (Part-66) in category B1, B2, B2L, B3 and/or L with the appropriate aircraft ratings, working in a base maintenance environment while not necessarily holding certification privileges.

[…]

(b) Except for the cases listed in points 145.A.30(i), 145.A.30(j) and 66.A.20(a)3(ii), the organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or subcategories and, except for the category A licence, any type rating listed on the aircraft maintenance licence as required by Annex III (Part-66), subject to the licence remaining valid throughout the validity period of the authorisation and to the certifying staff remaining in compliance with Annex III (Part-66).

(c) Except for the cases listed in points 145.A.30(j)(3) and (j)(4), ~~The~~the organisation shall ensure that all certifying staff and support staff are involved in at least 6 months of actual relevant aircraft or component maintenance experience in any consecutive 2-year period.

[…]

(d) Except for the cases specified in point 145.A.30(j)(5), ~~The~~the organisation shall ensure that all certifying staff and support staff receive sufficient recurrent training in each 2-year period to ensure that they have up-to-date knowledge of relevant technologies, organisation procedures and safety management, including human factor issues.

(e) Except for the cases specified in point 145.A.30(j)(5), ~~The~~the organisation shall establish a programme for recurrent training for certifying staff and support staff, including a procedure to ensure compliance with the relevant provisions of this point and, in the cases listed in points (g) and (h) of 145.A.30, a procedure to ensure compliance with Annex III (Part-66).

(f) ~~With the exception of~~ Except for the ~~unforeseen~~ cases specified in point 145.A.30(j)(5), the organisation shall assess all certifying staff for their competency, qualifications and capability to carry out their intended certifying duties in accordance with a procedure in the MOE prior to the issue or reissue of a certification authorisation under this Annex to such staff.

(g) When the conditions of points (a), (b), (c), (d)~~,~~ and (f), as applicable, ~~and, where applicable, point (c)~~ have been fulfilled by the certifying staff, the organisation shall issue a certification authorisation that clearly specifies the scope and limits of such authorisation. Continued validity of the certification authorisation is dependent upon continued compliance with points (a), (b), (c) and (d), as applicable ~~and where applicable, (c)~~.

[…]

~~(l) The minimum age for certifying staff and support staff is 21 years.~~

(l~~m~~) The holder of a category A aircraft maintenance licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant category A aircraft task training carried out by an organisation appropriately approved in accordance with Annex II (Part-145) or Annex IV (Part-147). This training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination or by workplace assessment carried out by the organisation.

(m~~n~~) The holder of a category B2 aircraft maintenance licence may only exercise the certification privileges described in point 66.A.20(a)(3)(ii) of Annex III (Part-66) following the satisfactory completion of:

[…]

Rationale:

- *Point (a) is proposed to be amended because its content should apply to all certifying staff, except those identified in points (3), (4) and (5) of 145.A.30(j). This includes, for example, component certifying staff as specified in 145.A.30(i), as well as aircraft certifying staff and support staff performing maintenance at locations outside the territories for which a Member State is responsible under the Chicago Convention, as specified in points (1) and (2) of 145.A.30(j). This means that the organisations must ensure that these certifying and support staff have an adequate understanding of the relevant aircraft and/or components to be maintained, as well as of the associated organisation procedures.*
- *Point (b) is proposed to be amended to exclude component certifying staff from its applicability, as this requirement is intended for aircraft certifying staff holding a licence in accordance with Part-66.*
- *Point (c) is proposed to be amended to exclude cases where the flight crew is authorised to perform a repetitive pre-flight AD, as specified in point 145.A.30(j)(3), and where the pilot referred to in point 145.A.30(j)(4) is authorised to perform a specified maintenance task. In such cases, the organisation should ensure that these persons receive sufficient practical training, without the need to demonstrate at least 6 months of experience within the preceding 2 years as otherwise required by point (c).*

- *Point (d) is proposed to be amended to exclude cases where a one-off authorisation is issued, as specified in point 145.A.30(j)(5). Such a one-off authorisation may only be granted in unforeseen circumstances and is limited to a specific maintenance event. It is not intended to serve as a temporary authorisation extending beyond two years, for which recurrent training would be more appropriate.*
- *Point (e) is proposed to be amended to clarify that it does not apply in cases where a one-off authorisation is issued, as specified in point 145.A.30(j)(5). Such an authorisation may only be granted in unforeseen circumstances and is limited to a specific maintenance event. In addition, it is proposed to clarify that the procedure to verify compliance with Part-66 applies only to certifying staff and support staff required to hold a Part-66 licence, namely those referred to in points (g) and (h) of 145.A.30.*
- *Point (g) is proposed to be amended to clarify that the organisation shall issue a certification authorisation only once points (a), (b), (c), (d) and (f) have been fulfilled, as applicable. Unlike the current requirement, not only point (c) but also other points may vary in applicability depending on the category of certifying staff. For example, point (b) applies to aircraft certifying staff but not to component certifying staff.*
- *Point (l) is proposed to be deleted, as setting a minimum age for certifying staff and support staff may not be appropriate in all cases and does not necessarily reflect the level of maturity required for these functions. The organisation must ensure that CS and SS are fully aware of their responsibilities and duties before being authorised to perform these functions.*

AMC 145.A.35(a) Certifying staff and support staff

1. Holding a Part-66 licence with the relevant type/group rating, or a national qualification in the case of components as required in Article 5(6), does not mean by itself that the holder is qualified to be authorised as certifying staff and/or support staff. The organisation is responsible for assessing the competency of the holder for the scope of the maintenance to be authorised.

2. […]

   The organisation should specifically ensure that the individual competencies have been established with regard to:

   - relevant knowledge, skills and experience in the product type and configuration to be maintained, taking into account the differences between the generic aircraft type rating training that the person received and the specific configuration of the aircraft to be maintained.
   - appropriate attitude towards safety and observance of procedures.
   - knowledge of the associated organisation and operator procedures (i.e. handling and identification of components, MEL use, Technical Log use, independent checks, etc.).

   For certifying staff qualified in accordance with Article 5(9) and working under a D-rated, qualification in accordance with EN 4179 may be considered sufficient to demonstrate an adequate understanding of the relevant aircraft and/or components.

[…]

Rationale:

- *Point (1) is proposed to be amended to clarify that it applies to component certifying staff qualified in accordance with Article 5(6), when working on behalf of B- and C-rated organisations.*

- *Point (2) is proposed to be amended to specify that, for certifying staff working on behalf of D-rated organisations, qualification in accordance with EN 4179 may be considered sufficient to meet the requirement of having an adequate understanding of the relevant aircraft or component.*

AMC1 145.A.35(~~m~~l) Certifying staff and support staff

[…]

AMC1 145.A.35(~~n~~m) Certifying staff and support staff

1. The privilege for a B2 licence holder to release minor scheduled line maintenance and simple defect rectification in accordance with 66.A.20(a)(3)(ii) can only be granted by the Part-145 approved organisation where the licence holder is employed/contracted after meeting all the requirements specified in 145.A.35(m) ~~145.A.35(o)~~. This privilege cannot be transferred to another Part-145 approved organisation.

[…]

Rationale:

- *Point 1 is proposed to be amended to correct an erroneous reference to a Regulation requirement.*

AMC2 145.A.48(c)(2) Performance of maintenance

CRITICAL MAINTENANCE TASKS

(a) The procedure should ensure that the following maintenance tasks are reviewed to assess their impact on flight safety:

[…]

(3) tasks that may affect the propulsive force of the aircraft, including installation of aircraft engines, propellers and rotors, as well as tasks on fuel tank system components; and

[…]

(b) The procedure should describe which data sources are used to identify critical maintenance tasks. Several data sources may be used, such as:

[…]

(8) feedback from training~~.~~;

(9) safety publications from aviation authorities (e.g. Safety Information Bulletins).

Rationale:

- *Points (a)(3) is proposed to be amended and (b)(9) to be created taking safety recommendations SR UNKG-2021-018 and UNKG-2021-019 into consideration. The aircraft registered G-POWN suffered an engine malfunction because the aircraft tanks were treated with an excessive amount of biocide product. Therefore, this proposal is to refer to maintenance on fuel systems and tanks as maintenance tasks that require safety impact assessment. In addition and as recommended, safety publications from authorities are added as part of the list of sources of information for the identification of critical maintenance tasks.*

145.A.50 Certification of maintenance

(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation upon completion of any maintenance, when that certifying staff has verified that all the maintenance that was ordered has been properly carried out by the organisation in accordance with the procedures specified in point 145.A.70, taking into account the availability and use of the maintenance data specified in point 145.A.45, and that there are no known non-compliances which endanger flight safety.

(b) ~~A certificate of release to service shall be issued before flight at the completion of any maintenance.~~The maintenance organisation shall ensure that, before flight, a certificate of release to service is issued for the aircraft maintenance it has completed.

(c) New defects or incomplete maintenance work orders identified during the maintenance shall be brought to the attention of the person or organisation responsible for the aircraft continuing airworthiness or, in the case of component maintenance, to the person or organisation that requested the maintenance, for the specific purpose of obtaining agreement to rectify such defects or completing the missing elements of the maintenance work order. In the case where that person or organisation declines to have such maintenance carried out under this point, point (e) is applicable.

(d) ~~A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation after the maintenance that was ordered has been carried out on a component whilst it was off the aircraft. The authorised release certificate "EASA Form 1" referred to in Appendix II of Annex I (Part-M) constitutes the component certificate of release to service except if~~ Regarding components, the certificate of release to service referred to in point (a) shall be issued in the form of an EASA Form 1, as specified in Appendix II to Annex I (Part-M) by:

(i) an appropriately approved B-, C-, or D-rated organisation after completion of component maintenance under these ratings, unless otherwise specified in point M.A.502 of Annex I (Part-M) or ML.A.502 of Annex Vb (Part-ML), as applicable. ~~When an organisation maintains a component for its own use, the EASA Form 1 may not be necessary if the organisation's internal release procedures in its MOE so provides.~~

(ii) an appropriately approved A-rated organisation when a component is removed serviceable from an aircraft, in accordance with a procedure approved by the competent authority. The organisation shall ensure that sufficient information is available to confirm the component's serviceability and the status of the aircraft from which it was removed. In cases where the serviceability of a component cannot be determined by the A-rated organisation, an EASA Form 1 shall be issued in accordance with point (i), after the necessary maintenance has been completed to establish that the component is serviceable.

When an organisation has carried out maintenance on a component, or removed it in a serviceable condition from an aircraft to install it on another component or aircraft, issuing an EASA Form 1 may not be required if the internal release procedures of the organisation so provide.

(e) By derogation to point (a), when the organisation is unable to complete all maintenance ordered, it may issue a certificate of release to service within the approved aircraft or

component limitations. The organisation shall enter such fact in the ~~aircraft~~ certificate of release to service ~~before the issue of such certificate~~.

[…]

Rationale:

- *Point (a) is proposed to be amended to clarify that a CRS shall be issued upon completion of any maintenance. While this requirement is currently reflected in point (b), since point (b) is also proposed to be amended, point (a) now explicitly specifies it.*
- *Point (b) is proposed to be amended to clarify that the responsibility of the Part-145 organisation is to issue a certificate of release to service for the maintenance it has completed (and not any other maintenance, which may be performed by other maintenance organisations over which it has no control), before the aircraft returns to operations.*

  In addition, it is clarified that this provision applies only to aircraft maintenance (not to component maintenance).
- *Point (c) is proposed to be amended to specify from whom a 145 organisation must obtain agreement to rectify defects detected during component maintenance, when such maintenance has been requested by a person or organisation other than the one responsible for managing continuing airworthiness.*
- *Point (d) is proposed to be amended to clearly specify when a certificate of release to service must be issued on an EASA Form 1. This applies to component maintenance carried out by a B-, C- or D-rated organisation, both when the component is maintained off the aircraft and, where the organisation is approved to perform maintenance outside its workshop, for example, when the component remains installed on the aircraft or on another component.*
- *Point (d) is also proposed to be amended to cover cases where an A-rated organisation removes a serviceable component from an aircraft. In such cases, an EASA Form 1 may also be issued, provided that the maintenance organisation has an appropriate procedure approved by the competent authority. If the A-rated 145 cannot determine the serviceability of the component, for example, because it was removed from an aircraft involved in an accident or incident, was not maintained in accordance with this Regulation, or the necessary inspections fall outside the organisation's scope of approval, the component should be released only after maintenance by a component-rated organisation has confirmed its serviceability. AMC2 145.A.50(d) contains further guidance on the issuance of an EASA Form 1 for components removed from aircraft. An EASA Form 1 may not required in cases specified in this point if the component is to be installed by the same organisation that performed the maintenance or removed the component in a serviceable condition from the aircraft.*
- *Point (e) is proposed to be amended to clearly specify that it also applies to component maintenance.*

AMC1 145.A.50(~~b~~a) Certification of maintenance

1. Except for the certificate of release to service issued in the form of an EASA Form 1, the certificate of release to service should contain the following statement:

   'Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 and in respect to that work the aircraft/aircraft component is considered ready for release to service'.

Reference should also be made to the EASA Part-145 approval number and the identity of the person who issued the release.

~~2.~~ It is acceptable to use an alternate abbreviated certificate of release to service consisting of the following statement 'Part-145 release to service' instead of the full certification statement ~~specified in paragraph 1~~. When the alternate abbreviated certificate of release to service is used, the introductory section of the technical log should include an example of the full certification statement as specified above ~~from paragraph 1~~.

~~3.~~ 2. The certificate of release to service should relate to the task specified in the instructions issued by the (S)TC holder or the declarant of a declaration of design compliance or operator or in the aircraft maintenance programme which itself may cross-refer to maintenance data.

~~4.~~3. The date such maintenance was carried out should include when the maintenance took place relative to any life or overhaul limitation in terms of date/flying hours/cycles/landings etc., as appropriate.

~~5.~~4. When extensive maintenance has been carried out, it is acceptable for the certificate of release to service to summarise the maintenance as long as there is a unique cross-reference to the work package containing full details of maintenance carried out. Dimensional information should be retained in the work-pack record.

5. The person issuing an aircraft certificate of release to service should sign the certificate.

6. It is acceptable to issue an aircraft certificate of release to service either in physical format (i.e. as a paper document) or in digital format (e.g. as an electronic file).

When the certificate is issued in digital format, an acceptable means of ensuring the identification of the person signing the certificate and data integrity is to use an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *Points (1) and (2) are proposed to be amended to clarify that they apply only to certificates of release to service other than an EASA Form 1. All other points have been renumbered and apply to any CRS.*
- *Point 5 is proposed to be added to indicate that the CRS should be signed by the person issuing it.*
- *Point 6 is added to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to clarify that an aircraft CRS can be issued in physical or digital format, including specific provisions on the expected electronic signature level. Please note that the component CRS is not in the scope of this amendment because it is addressed by Appendix II to Part-M and the associated AMC and GM.*

AMC2 145.A.50(d) Certification of maintenance

1. […]

~~When an organisation maintains a component for use by the organisation, an EASA Form 1 may not be necessary depending upon the organisation's internal release procedures defined in the maintenance organisation exposition.~~

When an organisation has carried out maintenance on a component, or removed it in a serviceable condition from an aircraft to install it on another component or aircraft, it may issue

an internal release document instead of an EASA Form 1, provided that it contains the same level of information and that related issuance procedures are defined in the MOE.

2. ~~In the case of the issue of EASA Form 1 for components in storage before Part-145 and Part-21 became effective and not released on an EASA Form 1 or equivalent in accordance with 145.A.42(a) or removed serviceable from a serviceable aircraft or an aircraft which has been withdrawn from service the following applies~~ This point specifies acceptable means of compliance for issuing an EASA Form 1 for components in various situations, as defined below:

2.1. An EASA Form 1 may be issued for an aircraft component which has been:

~~– Maintained before Part-145 became effective or manufactured before Part-21 became effective.~~

– […]

2.2. An appropriately rated maintenance organisation approved under Part-145 may issue an EASA Form 1 as detailed in this AMC subparagraph ~~2.5~~2.6 to 2.9, as appropriate, in accordance with procedures detailed in the exposition as approved by the competent authority. The appropriately rated organisation is responsible for ensuring that all reasonable measures have been taken to ensure that only approved and serviceable aircraft components are issued an EASA Form 1 under this paragraph.

2.3. [Reserved]~~For the purposes of this AMC No 2 only, appropriately rated means an organisation with an approval class rating for the type of component or for the product in which it may be installed.~~

2.4. An EASA Form 1 issued in accordance with this paragraph 2 should be issued by signing in block 14b and stating 'Inspected/Tested' or 'Repaired' or 'Overhauled' in block 11 as applicable ~~in block 11~~. In addition, block 12 should specify:

[…]

2.5. [Reserved]~~New/unused aircraft components~~

~~2.5.1. Any unused aircraft component in storage without an EASA Form 1 up to the effective date(s) for Part-21 that was manufactured by an organisation acceptable to the competent authority at that time may be issued with an EASA Form 1 by an appropriately rated maintenance organisation approved under Part-145. The EASA Form 1 should be issued in accordance with the following subparagraphs which should be included in a procedure within the maintenance organisation manual.~~

~~Note 1: It should be understood that the release of a stored but unused aircraft component in accordance with this paragraph represents a maintenance release under Part-145 and not a production release under Part-21. It is not intended to bypass the production release procedure agreed by the Member State for parts and subassemblies intended for fitment on the manufacturers' own production line.~~

~~(a) An acceptance test report or statement should be available for all used and unused aircraft components that are subjected to acceptance testing after manufacturing or maintenance as appropriate.~~

~~(b) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition~~

~~including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition or in the absence of specific storage instructions the aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.~~

~~(c) The storage life used of any storage life limited parts should be established.~~

~~2.5.2. If it is not possible to establish satisfactory compliance with all applicable conditions specified in subparagraph 2.5.1(a) to (c) inclusive, the aircraft component should be disassembled by an appropriately rated organisation and subjected to a check for incorporated airworthiness directives, repairs and modifications and inspected/tested in accordance with the maintenance data to establish satisfactory condition and, if relevant, all seals, lubricants and life-limited parts should be replaced. Upon satisfactory completion after reassembly, an EASA Form 1 may be issued stating what was carried out and the reference of the maintenance data included.~~

2.6. Used serviceable aircraft components removed from a serviceable aircraft

2.6.1. Serviceable aircraft components removed from a serviceable Member State registered aircraft may be issued with an EASA Form 1 by a~~n appropriately rated~~ maintenance organisation approved under Part-145, holding a Class A rating for the aircraft from which the component is removed, subject to compliance with this subparagraph.

(a) The aircraft from which the component is removed should hold an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012 and be managed in accordance with M.A.201 or ML.A.201.

(~~a~~b) The organisation should ensure that the component was removed from the aircraft by an appropriately qualified person.

(~~b~~c) The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component/related system.

(~~c~~d) The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional maintenance data.

(~~d~~e) The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may an EASA Form 1 be issued in accordance with this paragraph 2.6 if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could affect its operation.

(~~e~~f) A maintenance history record should be available for all used serialised aircraft components.

(~~f~~g) Compliance with known modifications and repairs should be established.

(~~g~~h) The flight hours/cycles/landings as applicable of any life-limited parts and time-controlled components including time since overhaul should be established.

(~~h~~i) Compliance with known applicable airworthiness directives should be established.

(~~i~~j) Subject to satisfactory compliance with this subparagraph 2.6.1, an EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.6.2. Serviceable aircraft components removed from a non-Member State registered aircraft may only be issued with an EASA Form 1 by a maintenance organisation holding a Class A rating for the aircraft from which the component is removed if the components are leased or loaned from the maintenance organisation approved under Part-145 who retains control of the airworthiness status of the components. An EASA Form 1 may be issued and should contain the information as specified in paragraph 2.4 including the aircraft from which the aircraft component was removed.

2.7. Used serviceable aircraft components removed from an aircraft withdrawn from service. Serviceable aircraft components removed from a Member State registered aircraft withdrawn from service may be issued with an EASA Form 1 by a maintenance organisation approved under Part-145 subject to compliance with this subparagraph.

(a) The aircraft from which the component is removed should have held an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012 and should have been managed in accordance with M.A.201 or ML.A.201 until it was withdrawn from service.

(~~a~~b) Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organisation approved under Part-145, employing procedures approved by the competent authority.

(~~b~~c) To be eligible for installation, components removed from such aircraft may be issued with an EASA Form 1 by a~~n appropriately rated~~ maintenance organisation approved under Part-145, holding a Class A rating for the aircraft from which the component is removed, unless the assessment referred to in point (d) determines that there is a need for maintenance by a Class B or C organisation ~~following a satisfactory assessment.~~

(~~c~~d) As a minimum, the assessment will need to satisfy the standards set out in paragraphs 2.5 and 2.6, as appropriate. This should, where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.

(~~d~~e) Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should ensure that the manner in which the components were removed and stored are compatible with the standards required by Part-145.

(~~e~~f) A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by a~~n appropriately rated~~ maintenance organisation approved under Part-145, holding a Class A rating for the aircraft being disassembled, under the supervision of certifying staff who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

(~~f~~g) All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.

(~~g~~h) Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.

(~~h~~i) Suitable Part-145 facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components should be in accordance with the manufacturer's recommendations.

2.8. Used aircraft components maintained by organisations not approved in accordance with Part-145. For used components maintained by a maintenance organisation not approved under Part-145, due care should be taken before acceptance of such components. In such cases, as an alternative to a complete overhaul, a~~n appropriately~~ ~~rated~~ maintenance organisation approved under Part-145, holding a Class B or C rating for the specific component, should establish satisfactory conditions by:

(a) dismantling the component for sufficient inspection in accordance with the appropriate maintenance data;

(b) replacing all life-limited parts and time-controlled components when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition;

(c) reassembling and testing as necessary the component;

(d) completing all certification requirements as specified in 145.A.50.

Conditions (a), (b) and (c) may also be replaced by performing component maintenance in accordance with maintenance data (e.g. service bulletin) specifically developed for the purpose of issuing an EASA Form 1 to component that have not been previously maintained in accordance with Part-145, provided that such maintenance data is available.

[…]

Rationale:

- *Point 1 is proposed to be amended in line with the amendments proposed to point 145.A.50(d)(ii) in order to avoid repetition and specify that internal release documents should be issued by the organisation in compliance with defined procedures and contain the same information as an EASA Form 1.*
- *Point 2 is proposed to be amended to remove any confusion on which components may be issued an EASA Form 1 (including unserviceable components, once all necessary actions were taken). Those cases are detailed further under point 2 and may not be specified in this opening sentence.*
- *Point 2.3 is proposed to be deleted, as the subsequent points now clarify what is meant by an "appropriately rated" maintenance organisation.*
- *Point 2.4. is amended to mention the options of other (heavier) maintenance than 'Inspected/Tested' as foreseen under points 2.7-2.9 in worst case scenario. Here I went a bit further compared to the Excel table and added 'Repaired' status to support the idea of 2.8, where the sufficient maintenance to bring the component to the airworthy condition shall be performed, which I assume could be also less than overhaul.*
- *Point 2.5 is proposed to be deleted, as its original intent was to provide a transitional solution for new or unused components without an EASA Form 1 that had been produced before Part 21 became applicable (i.e. 2003). This provision was meant to facilitate the smooth integration of those components into the regulatory framework.*

  Since Part 21 has long been fully applicable, this point is no longer expected to be used. Moreover, if such components still exist, issuing an EASA Form 1 directly may no longer be appropriate, given the risks associated with prolonged storage and the potential need for additional verification activities to ensure their airworthiness.
- *Point 2.6 is proposed to be amended to replace "appropriately rated organisation" by the specific intended rating. Both points 2.6.1 and 2.6.2 refers to A-rated maintenance organisations.*
- *Point 2.6.1. is proposed to be amended to specify that, as a prerequisite, the aircraft must hold an airworthiness certificate and be managed in accordance with M(L).A.201. This prevents the application of this point to aircraft that are registered in a Member State but lack an airworthiness certificate.*
- *Point 2.7 is proposed to be amended to replace "appropriately rated organisation" with the specific intended rating. In this case, the rating of the organisation depends on the assessment, which must be conducted prudently to determine whether involvement of a B- or C-rated organisation is required. In addition, Point 2.7. is also proposed to be amended to specify that, as a prerequisite, the aircraft must have held an airworthiness certificate and have been managed in accordance with M(L).A.201. This prevents the application of this point to aircraft that were registered in a Member State but lacked an airworthiness certificate.*
- *Point 2.8 is proposed to be amended to allow for the release of maintenance (under Part-145) on a component coming from other regulatory frameworks (e.g. state aviation) when the component maintenance organisation has followed specific maintenance data that have been developed to bring such component back in the scope of the Basic Regulation. In addition, is proposed to be amended to replace "appropriately rated organisation" with the specific intended rating.*

AMC1 145.A.50(e) Certification of maintenance

[…]

4. Certain maintenance data issued by the design approval holder or the declarant of a declaration of design compliance (e.g. aircraft maintenance manual (AMM)) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, an appropriately authorised certifying staff should release the incomplete maintenance before the flight on behalf of the maintenance organisation. GM M.A.301(i) or GM1 ML.A.301~~(f)~~(g) describe the relations with the aircraft operator, which retains the responsibility for the maintenance check flight (MCF). After performing the flight and any additional maintenance necessary to complete the maintenance ordered, a certificate of release to service should be issued in accordance with 145.A.50(a).

Rationale:

- *Point 4 is proposed to be amended to update the references to point ML.A.301(f) to align with the changes made in ML.A.301.*

145.A.55 Record-keeping

[…]

(d) Personnel records

[…]

(4) Personnel records shall be kept for as long as ~~a~~ the person works for the organisation, and shall be retained for at least 3 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn. Upon request, the organisation shall give the person access to their personnel records and, if requested, provide a copy of those records, provided the request is made within the retention period specified in this point.

~~(5) The organisation shall give to the staff referred to in points (2) and (3), upon their request, access to their personnel records as detailed in those points. In addition, upon their request, the maintenance organisation shall furnish each of them with a copy of their personnel records on leaving the organisation.~~

[…]

Rationale:

- *Point (d)(5) is proposed to be deleted, with its content incorporated into point (d)(4). Furthermore, point (d)(4) is proposed to be amended to ensure that all staff, both current and former, may access their personnel records upon request, provided the request is made within the applicable retention period, rather than restricting this right to certifying staff, support staff, and airworthiness review staff as currently required.*

145.A.60 Occurrence reporting

[…]

(c) The organisation shall also report any such event or condition that affects an aircraft to the person or organisation that is responsible for the continuing airworthiness of that aircraft in accordance with point M.A.201 of Annex I (Part-M) or point ML.A.201 of Annex Vb (Part-ML), as applicable. For events or conditions that affect aircraft components, the organisation shall report to the person or organisation that requested the maintenance.

[…]

Rationale:

- *This point is proposed to be amended to correct an editorial mistake.*

AMC1 145.A.65 Maintenance procedures

GENERAL

[…]

4. When applicable, maintenance procedures should be established taking into consideration the CAMO interface procedures and maintenance contract dispositions relative to extended diversion time operations (EDTO) as set out in Appendix VI to AMC to Part-CAMO (EDTO considerations).

Rationale:

- *This AMC is amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*

GM2 145.A.65(b)(1) Maintenance procedures

~~Appendix XI to AMC M.A.708(c) or~~ Appendix IV to AMC1 CAMO.A.315(c) provides guidance on the elements that need to be considered for the maintenance contract between the CAMO and the maintenance organisation. The Part-145 organisation should take into account these elements to ensure that a clear contract or work order has been concluded before providing maintenance services.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC1 145.A.70(a)(1) Maintenance organisation exposition (MOE)

ACCOUNTABLE MANAGER STATEMENT

[…]

Note: Where it states ('competent authority*'), please insert the actual name of the competent authority~~, for example, EASA, the LBA, the DGAC, etc~~.

[..]

Rationale:

- *This AMC is proposed to be amended to review the Note and make it more neutral, avoiding to mention specific competent authorities by name.*

145.A.90 Continued validity

~~(a)~~ The organisation's certificate shall remain valid, subject to compliance with all of the following conditions:

~~1.~~(a) the organisation remaining in compliance with Regulation (EU) 2018/1139 and its delegated and implementing acts, taking into account the provisions of point 145.B.350 of this Annex related to the handling of findings;

~~2.~~(b) the competent authority being granted access to the organisation as specified in point 145.A.140;

~~3.~~(c) the certificate not being surrendered by the organisation, or superseded, suspended or revoked by the competent authority under point 145.B.355.

~~(b) Upon surrender or revocation, the certificate shall be returned to the competent authority without delay.~~

Rationale:

- *Previous point (a)(3) is proposed to be amended to add "superseded" for alignment with the terms of the organisation's certificate.*
- *Point (b) is deleted to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. While original certificates in physical format may have been used by stakeholders to verify an organisation's approval and scope, the competent authority can ensure such information is shared through other means, such as an updated web-based list including all the organisations with a valid approval (see new proposed GM2 Appendix III to Part-145). That also facilitates the issuance of those certificates in digital format by the competent authority, which the wording of point 145.B.310(e)(1) and Appendix III to Part-145 already allows, now also complemented by the new proposed GM2 Appendix III to Part-145.*

AMC1 145.A.200(a)(3) Management system

SAFETY MANAGEMENT KEY PROCESSES

[…]

(d) Safety performance monitoring and measurement

[…]

(2) These processes may include, as appropriate to the size, nature and complexity of the organisation:

[…]

(iii) ~~safety~~ audits that focus on the integrity of the organisation's management system, and on periodically assessing the status of safety risk controls;

[…]

[…]

Rationale:

- *Point (d)(2)(iii) is proposed to be amended by removing the word 'safety' from 'safety audits' to avoid potential misinterpretation. The term 'safety audits' is not formally defined and may be understood as referring to a specific or distinct type of audit, which is not the intention of this provision.*

SECTION B — AUTHORITY REQUIREMENTS

~~GM1 145.B.205 Allocation of tasks to qualified entities~~

~~**CERTIFICATION TASKS**~~

~~The tasks that may be performed by a qualified entity on behalf of the competent authority include those that are related to the initial certification and to the continuing oversight of organisations as defined in Regulation (EU) No 1321/2014.~~

Rationale:

- *This GM is proposed to be deleted because it does not bring any further details or explanations regarding point 145.B.205(a). Therefore, it is not considered useful and may be removed for simplification.*

AMC2 145.B.305(c) Oversight programme

OVERSIGHT PLANNING CYCLE — AUDIT

(a) For each organisation certified by the competent authority, all applicable requirements including relevant processes should be audited ~~at periods that do not exceed the applicable~~ during the oversight planning cycle. The beginning of the first oversight planning cycle is normally determined by the date of issue of the first certificate. If the competent authority wishes to align the oversight planning cycle with the calendar year, it should shorten the first oversight planning cycle accordingly.

[…]

Rationale:

- *Point (a) is proposed to be amended to provide more flexibility on the management of the oversight planning cycle and is aligned with AMC2 CAMO.B.305(c).*

APPENDICES TO ANNEX II (PART-145)

Appendix II — Class and rating system for the terms of approval of Part-145 maintenance organisations

[…]

(h) A *category D class rating* is a self-contained class rating that is not necessarily related to a specific aircraft, engine or other component. The D1 – Non-Destructive Testing (NDT) rating is only necessary for a maintenance organisation that carries out NDT as a particular task for ~~another organisation~~ third parties. A maintenance organisation that is approved with a class rating in the A, B or C category may carry out NDT on products that it maintains without the need for a D1 class rating provided that the MOE contains appropriate NDT procedures.

A maintenance organisation that is approved with a category D class rating may also carry out NDT on an installed component during aircraft maintenance, or at a component/engine/APU maintenance facility provided that an appropriate control procedure in the MOE has been approved by the competent authority. The scope of work specified in the MOE shall reflect those activities if they are permitted by the competent authority.

[…]

Rationale:

- *Point (h) is proposed to be amended to clarify that a D-rated organisation is required only when NDT tasks are performed not just for another approved organisation, but also for third parties, for example, when requested by a component owner. In addition, it is proposed to clarify that, for a D-rated organisation to perform NDT tasks at other locations, such as on components installed on an aircraft during aircraft maintenance, an MOE procedure must be approved by the competent authority.*

GM2 Appendix III — Maintenance Organisation Certificate — EASA Form 3-145

FORMAT OF THE CERTIFICATE

The competent authority may issue the certificate either in physical format (i.e. as a paper document) or in digital format (e.g. as an electronic file).

In addition to issuing the certificate, it is considered good practice for the competent authority to publish, keep updated, and communicate an online list of approved organisations, including their terms of approval, to enable verification of their status by interested stakeholders.

Alongside the information required by Appendix III to Part-145 (EASA Form 3-145), the certificate may also include practical features such as:

– a means to easily access the organisation's approval status and details (e.g. a scannable QR code redirecting to the list mentioned above),

– where the certificate is issued in digital format and a signature is required, an electronic signature or seal ensuring data integrity and identifying the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is added in the context of promoting the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity on how competent authorities may issue organisation certificates (i.e. format and features) and publicly share information on approved organisations. This proposal links with the proposed deletion of point (b) of point 145.A.90.*

Appendix IV — Conditions for the use of staff not qualified in accordance with Annex III (Part-66) referred to in points 145.A.30(j)(1) and (2)

~~1.~~ Certifying staff and support staff in compliance with all the following conditions are deemed to meet the intent of points 145.A.30(j)(1) and (2):

[…]

(c) The person shall demonstrate he/she received ~~the~~ training on human factors and aviation legislation ~~referred~~ equivalent in content and level to ~~in~~ modules 9 and 10 of Appendix I to Annex III (Part-66).

(d) The person shall demonstrate 5 years maintenance experience for line maintenance certifying staff and base maintenance support staff, and 8 years for base maintenance certifying staff. However, those persons whose authorised tasks do not exceed those of a Part-66 category A certifying staff, need to demonstrate 3 years maintenance experience only.

[…]

~~2. Protected rights~~

~~(a) The personnel having privileges before the entry into force of the relevant requirements of Annex III (Part-66) may continue to exercise them without the need to comply with points 1(c) to 1(f).~~

~~(b) However after that date any certifying staff willing to extend the scope of their authorisation to include additional privileges shall comply with point 1.~~

~~(c) Notwithstanding point 2(b) above, in the case of additional type training, compliance with points 1(c) and 1(d) is not required.~~

Rationale:

- *This appendix is proposed to be amended to add 'support staff' for clarifying that this Appendix also applies to them, in accordance with point 145.A.30(j)(1)*
- *Point (c) is proposed to be amended to lift the ambiguity with compliance to Part-66 and hence to reflect that the only proof of attendance to a similar training is required, but not proof of successful examination.*

- *Point (d) is proposed to be amended to account for base maintenance support staff which were previously missing. Being support staff normally requires a Part-66 licence and those are subject to the same conditions as line maintenance certifying staff in that situation.*
- *Point 2 is proposed for deletion as it is estimated that there are no longer personnel in a foreign location who has been qualified as certifying staff or support staff based on the grandfathering of a qualification dating from before Part-66.*

APPENDICES TO AMC TO ANNEX II (PART-145)

~~Appendix III to AMC1 145.A.15 — EASA Form 2~~

~~The provisions of Appendix IX to AMC M.A.602 and AMC M.A.702 EASA Form 2 apply.~~

Rationale:

- *EASA Form 2 is proposed to be deleted with Appendix IX to AMC M.A.602 and AMC M.A.702 to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014 and grant additional flexibility to competent authorities for receiving applications.*

  The objective is not to prescribe any specific formatting and simplify the regulatory framework by referring only to AMC1 145.A.15 (see proposed amendments thereto).

ANNEX III (PART-66)

SECTION A — TECHNICAL REQUIREMENTS

AMC2 66.A.20(b)(2) Privileges

RECENCY DEMONSTRATION FOR L1, L2 AND L3 LICENCE SUBCATEGORIES

For the L1, L2 and L3 licence subcategories, the following provides one means of showing compliance with point 66.A.20(b)(2) through the provision '*met the provision for the issue of the appropriate privileges*' by demonstrating practical experience and associated representative cross-section of maintenance activities as explained in point (b)(3) of GM1 66.A.20(b)2.

– Holders of an L1C, L1, L2C or L2 subcategory licence should be able to demonstrate having carried out six annual inspections on (powered) sailplanes in the preceding 2 years, spread over this period. In addition, recurrent practical training should be considered.

– Holders of an L3H or L3G subcategory licence should be able to demonstrate having carried out 10 annual inspections on balloons in the preceding 2 years, spread over this period. In addition, recurrent practical training should be considered.

In this context, 'carrying out annual an inspection' includes carrying out any additional maintenance tasks performed on the occasion of the annual inspection, including those necessary to rectify the findings from the annual inspection (e.g. minor repair, replacement of parts, rigging). All this maintenance should be properly documented and retained as required by point ML.A.402(b) (e.g. by means of a personal logbook).

Rationale:

- *This proposal for a new AMC results from an exercise conducted with sailplane and balloon associations. They have analysed the annual inspections tasks and collected data from a sample of annual inspection, looking at the findings and resulting follow-up tasks (necessary to rectify the findings). These were then compared with the list of tasks in the Appendix II to AMC to Annex III, and discussed with EASA to determine to which extent a number of annual inspections (and their follow-up tasks) can cover a representative cross-section of maintenance activities in this Appendix II, hence providing a means to comply with recency requirements for L1, L2 and L3 licences subcategories.*

GM1 66.A.20(b)2 Privileges

The sentence *'met the provision for the issue of the appropriate privileges'* included in 66.A.20(b)2 means that during the previous 2 years the person has met all the requirements for the endorsement of the corresponding aircraft rating (ref. 66.A.45) ~~(for example, in the case of aircraft in Group 1, theoretical plus practical element plus, if applicable, on-the-job training)~~.

(a) For the initial endorsement of the aircraft maintenance licence (AML), ~~T~~this supersedes the need for 6 months of experience for the first 2 years. ~~However, the requirement of 6 months of experience in the preceding 2 years will need to be met after the second year.~~

(b) This provision may be used as an alternative to the requirement of 6 months of experience in the preceding 2 years. Recency may be established by demonstrating that within the preceding 2 years:

1. for an AML that requires endorsement through an aircraft type training, the holder completed the corresponding aircraft type training (and on-the-job training, as applicable and as assessed by the competent authority);
2. for an AML that allows endorsement through a type evaluation, the holder passed the corresponding type evaluation;
3. for an AML that allows endorsement through demonstration of practical experience (e.g. a B2/B2L licence endorsed with a full group 3 or 4 rating or a L-category licences other than L5), the holder had practical experience and performed a representative cross-section of maintenance activities relevant to the licence subcategory, as evidenced through the appropriate records (e.g. a personal logbook).

NOTE: Being able to demonstrate recency does not mean that one is competent to do all the tasks under the scope of the privilege held. Please refer to point 66.A.20(b)(3) and its AMC and GM.

Rationale:

- *This proposal for an interpretation of 'met the provision for the issue of the appropriate privileges' has been developed and discussed with the GA TeB and P&CA TeB to help addressing the challenge of recency demonstration for holders of L category (other than L5) licences. Through this interpretation, they may show compliance with point 66.A.20(b)(2) by being able to demonstrate having carried out a representative cross-section of maintenance activities (instead of 6 months of experience) within the last 2 years.*

AMC 66.A.20(b)3 Privileges

The wording *'has the adequate competence to certify maintenance on the corresponding aircraft'* means that the licence holder and, if applicable, the organisation where he/she is contracted/employed, should ensure that he/she has acquired the appropriate knowledge, skills, attitude and experience to release maintenance performed on the aircraft ~~release the aircraft being maintained~~. This is essential because some systems and technology present in the particular aircraft being maintained may not have been covered by the training/examination/experience required to obtain the licence and ratings.

This is typically the case, among others, in the following situations:

– Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to Part-66 ~~'List of Type Ratings'~~ after attending type training/on-the-job training which did not cover all the models/variants included in such rating. For example, a licence endorsed with the rating Airbus A318/A319/A320/A321 (CFM56) after attending type training/on-the-job training covering only the Airbus 320 (CFM56).

– Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to Part-66 ~~'List of Type Ratings'~~ after a new variant has been added to the rating in Appendix I, without performing difference training. For example, a licence endorsed with the rating Boeing 737-600/700/800/900 for a person who already had the rating Boeing 737-600/700/800, without performing any difference training for the 737-900.

[…]

Rationale:

- *First paragraph: the wording is proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and,*

consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.

- *The first two bullet points are proposed to be amended as the list of aircraft type ratings is not anymore directly included in Appendix I to AMC to Annex III. In addition, it is not necessary to recall the title of the AMC as the reference is sufficient.*

GM1 66.A.20(b)(3) Privileges

ADEQUATE COMPETENCE TO CERTIFY MAINTENANCE

In the case of independent certifying staff, the sentence *'The holder of an aircraft maintenance licence may not exercise its privileges unless he/she has the adequate competence to certify maintenance on the corresponding aircraft'* means that he/she is responsible for ensuring his/her own competency, including recency, for the maintenance that is intended to be carried out and certified.

In case of doubt, for example in case of an infrequent complex maintenance task, the independent certifying staff should ensure that he/she has the appropriate recency and/or has been recently (re)trained on the particular task. If not, it is expected that he/she will refrain from performing that maintenance task, and the person or organisation responsible for the aircraft continuing airworthiness will find an alternative solution for the aircraft maintenance to be performed.

'Training' in this context means any form of hands-on or practical training with documented assessment/supervision.

Rationale:

- *This proposed GM has been developed during the discussion with the sailplanes and balloon association (see rationale under AMC2 66.A.20(b)(2)) to highlight that being able to demonstrate recency does not mean that one is competent to do all the tasks under the scope of the privilege held. It is the responsibility of the certifying staff to ensure their competency before performing and releasing a maintenance task.*

AMC1 66.A.30(a) Basic experience requirements

1. Maintenance experience on operating aircraft:

   […]

   – may be gained within different types of maintenance organisations (Part-145, ~~M.A. Subpart F,~~ Part-CAO, FAR-145, etc.) or under the supervision of independent certifying staff;

   […]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM 66.A.45(b) Endorsement with aircraft ratings

An aircraft type rating includes all the applicable aircraft models/variants listed in the aircraft type ratings list referred to in ~~column 2 of~~ Appendix I to AMC to Part-66.

When a person already holds a type rating on the licence and such type rating is amended in the aircraft type ratings list referred to in Appendix I to AMC to Part-66 in order to include additional models/variants, there is no need for additional type training for the purpose of amending the type rating in the licence. The rating should be amended to include the new variants, upon request by the applicant, without additional requirements. However, it is the responsibility of the licence holder and, if applicable, the maintenance organisation where he/she is employed to comply with 66.A.20(b)3, 145.A.35(a), ~~M.A.607(a),~~ and CAO.A.040 as applicable, before he/she exercises certification privileges.

Similarly, type training courses covering certain, but not all the models/variants included in a type rating, are valid for the purpose of endorsing the full type rating.

Rationale:

- *The text of this GM is proposed to be amended as the list of aircraft type ratings is not anymore directly included in Appendix I to AMC to Annex III.*

AMC 66.A.45(e) Endorsement with aircraft ratings

[…]

3. For manufacturer subgroup ratings, the term ‘manufacturer’ means the TC holder defined in the certification data sheet, which is reflected in the list of aircraft type ratings referred to in Appendix I to AMC to Part-66.

   […]

Rationale:

- *The text in point 3 of this AMC is proposed to be amended as the list of aircraft type ratings is not anymore directly included in Appendix I to AMC to Annex III.*

SECTION B — PROCEDURES FOR COMPETENT AUTHORITIES

66.B.35 Allocation of tasks

(a) The competent authority may allocate tasks related to the issue of aircraft maintenance licences or to the continuing oversight of licence holders subject to Regulation (EU) 2018/1139 and its delegated and implementing acts, to qualified entities. When allocating tasks, the competent authority shall ensure that it has:

(1) put a system in place to initially and continuously assess whether the qualified entity complies with Annex VI to Regulation (EU) 2018/1139. That system and the results of the assessments shall be documented;

(2) established a written agreement with the qualified entity, approved by both parties at the appropriate management level, which stipulates:

(i) the tasks to be performed;

(ii) the declarations, reports, and records to be provided;

(iii) the technical conditions to be met when performing such tasks;

(iv) the related liability coverage;

(v) the protection given to the information acquired when carrying out such tasks.

(b) The competent authority shall ensure that its internal verification processes cover all aspects of licence issuing and the continuing oversight of licence holder tasks performed by the qualified entity on its behalf.

Rationale:

- *This point is proposed to be added to explicitly allow the use of qualified entities for the issuance of AMLs and oversight of AML holders activities.*

66.B.120 Procedure for the renewal of an aircraft maintenance licence validity

[…]

(b) If the competent authority records are different from the aircraft maintenance licence held by the licence holder:

[…]

2. the competent authority shall inform the licence holder and any known maintenance organisation approved in accordance with ~~Annex I (Part-M) Subpart F,~~ Annex II (Part-145) or Annex Vd (Part-CAO) that may be directly affected by such fact.

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC 66.B.120 Procedure for the renewal of an aircraft maintenance licence validity

The competent authority should not carry out any investigation to ensure that the licence holder is in current maintenance practice as this is not a condition for the renewal of a licence. Ensuring the continued validity of the certification privileges is a matter for the approved Part-145 / ~~M.A. Subpart F /~~ Part-CAO maintenance organisation or the certifying staff in accordance with M.A.801(b)1.

For the purpose of ensuring the continued validity of the certification privileges, the competent authority may, when periodically reviewing the organisations in accordance with 145.B.305~~, M.B.604~~ or CAO.B.055, or during on-the-spot checks, request the licence holder to provide documentary evidence of compliance with 66.A.20(b) when exercising certification privileges.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

APPENDICES TO ANNEX III (PART-66)

AMC1 Appendix I — Basic Knowledge Requirements (except for category L licence) Section 2

MODULARISATION

[…]

MODULE 10 — AVIATION LEGISLATION

MODULE 10 — AVIATION LEGISLATION	LEVEL	
	A1 A2 A3 A4	B1 B2 B2L B3
[…]		
10.5 *Air operations* […] Specialised operations / specific approvals: ~~ETOPS~~ EDTO, CAT I/II/III, and BRNAV. […]	1	1
[…]		

Rationale:

- *This AMC is amended to implement the latest relevant revision of ICAO Annex 6 Part I which introduced EDTO, as further explained in Section 2.3 of the Explanatory Note.*

Appendix II — Basic examination standard (except for category L licence)

1. General

[…]

1.15 By derogation from points 1.2, 1.3, and 1.12, and subject to competent authority approval, up to 25% additional time may be allotted to candidates with confirmed medical conditions that affect their capacity to undergo examination in normal conditions.

Any such increase in allotted time shall be given based on appropriate medical records attesting to the condition of the candidate and providing sufficient information to determine the impact of the condition on the examination process and the necessary alleviation of the requirements. Medical records shall be issued by a recognized and accredited medical entity, as established by the competent authority.

[…]

Rationale:

- *Point 1.15 is proposed to be added to address cases such as dyslexia that affect candidates' reading and comprehension abilities. The intent of this provision is to allow an appropriate extension of examination time, ensuring equal opportunity for those candidates. A cap of 25% additional time is proposed, based on the assessment of similar exemptions issued by Member States pursuant to Article 71 of Regulation (EU) 2018/1139.*

AMC1 Appendix III Aircraft type training and type evaluation standard — on-the-job training (OJT) Section 1

Aircraft Type Training

[…]

3. The content of the theoretical and practical training should:

   – address the different parts of the aircraft which are representative of the structure, the systems/components installed and the cabin; and

   – include training on the use of technical manuals, maintenance procedures and the interface with the operation of the aircraft.

   Therefore it should be based on the following elements:

   […]

   – Knowledge of the maintenance on-board reporting systems and ~~ETOPS~~ EDTO maintenance conditions where applicable;

   […]

   The type training does not necessarily need to include all possible customer options corresponding to the type rating described in the aircraft type ratings list referred to in Appendix I to AMC to Part-66.

[…]

Rationale:

- *Point 3 is proposed to be amended as the list of aircraft type ratings is not anymore directly included in Appendix I to AMC to Annex III.*
- *This AMC is also amended to implement the latest relevant revision of ICAO Annex 6 Part I which introduced EDTO, as further explained in Section 2.3 of the Explanatory Note.*

AMC to Paragraph 1(c) of Appendix III to Part-66 'Aircraft Type Training and Examination Standard. On-the-Job Training'

Differences Training

Approved difference training is not required for different variants within the same aircraft type rating (as specified in the aircraft type ratings list referred to in Appendix I to AMC to Part-66) for the purpose of type rating endorsement on the aircraft maintenance licence.

However, this does not necessarily mean that no training is required before a certifying staff authorisation can be issued by the maintenance organisation (refer to AMC 66.A.20(b)3).

Rationale:

- *The text in this AMC is proposed to be amended as the list of aircraft type ratings is not anymore directly included in Appendix I to AMC to Annex III.*

APPENDICES TO AMC TO ANNEX III (PART-66)

Appendix I to AMC to Annex III — Aircraft Type Ratings for Part-66 Aircraft Maintenance Licences

The endorsement of type ratings in aircraft maintenance licences should comply with the instructions and ratings listed in the EASA online publication titled 'Aircraft Type Ratings for Part-66 Aircraft Maintenance Licences'.

~~The following aircraft type ratings should be used to ensure a common standard throughout the Member States.~~

~~In order to keep this list up-to-date, if a Member State needs to issue a type rating that is not included in this list, the information should be passed on to EASA using the EASA 'Contact us' webpage (https://www.easa.europa.eu/contact-us).~~

~~The tables may erroneously contain aircraft models that fall within the definition of Annex I aircraft of Regulation (EU) 2018/1139. The requirements of Part-66 do not apply to these aircraft.~~

~~Notes on type rating (TR) endorsement covering several models/variants:~~

~~The endorsement of a type rating (TR) on the aircraft maintenance licence (AML), covering several models/variants, does not automatically imply that the AML holder has acquired the appropriate knowledge on each model/variant. In fact, the AML holder may only have received TR training and/or gained experience that was limited to one or several models or variants.~~

~~To demonstrate adequate competence on the relevant model(s)/variant(s), the AML holder and/or the maintenance organisation where the AML holder is contracted/employed is (are) responsible to verify that the model/variant has been adequately covered by the TR course or gained experience and is up to date.~~

~~Further explanation can be found in AMC 66.A.20(b)3 and AMC 145.A.35(a).~~

~~Notes on when and how the licences should be modified:~~

~~The licensing authorities should implement the new type rating list within 6 months after publication of this Decision. During this implementation period, the old type ratings may still be endorsed. New applications for type ratings that are no longer certified by EASA should not be accepted. Licences with the old type ratings shall be endorsed with the amended type ratings, whenever the licensing authority deems necessary or the holder requests it; however, no later than the next renewal of the licence.~~

~~The instructions on how to endorse a modified type rating (for example, in the case of combined or split TRs) are included in the chapter 'Details of the changes' of explanatory note of the decision.~~

~~Notes on aircraft modified by a Supplemental Type Certificate (STC):~~

- ~~This Appendix intends to include the type ratings of aircraft resulting from STCs for installation of a different engine. These STCs are those approved by EASA and those approved by the Member States before 2003 and grandfathered by EASA. STCs other than those for engines are not considered.~~

Example: The STC from JET AVIATION AG, approved by the LBA for replacement of GE CF 700 by Honeywell TFE731 on Fan Jet Falcon Series E, results in a new rating called 'Falcon 20E (Honeywell TFE731)'.

- However, the ratings from STCs for installation of an engine:
  - on part of the original airframe models, or
  - from the same manufacturer, but of a type very similar to the original one, have not been added because they would have resulted in an already existing rating.

  Examples:
  - The STC from SILVERHAWK CONVERSIONS approved by EASA for installation of PT6A-135A on Beech C90, C90A and E90 would result in the Beech C90/C90A/E90 (PWC PT6) rating, but this is not listed because it is already included in the original Beech 90 Series (PWC PT6) rating.
  - The STC from Air Service Wildgruber GmbH approved by LBA for replacement of PWC PT6A-20 by PWC PT6A-27 would result in the De Havilland DHC-6-100 (PWC PT6) rating, but this is not listed because it is already included in the De Havilland DHC-6 (PWC PT6) rating in the table.
- EASA has not received all the information concerning STCs that have been previously approved by the Member States. As a result, not all STCs are considered by this publication.
- When the STC concerns the installation of an engine that falls under a different subcategory, e.g. replacement of a piston engine by a turboprop (a turbine engine), then the new type rating endoresment requires compliance with all the relevant criteria for basic knowledge, experience, type training, and on-the-job training (OJT).
- In case a type rating resulting from an STC has not been yet defined by EASA, the latter shall be contacted by the competent authority to agree on a new type rating to be used.

In the following tables:

- The table is alphabetically sorted first by TC/STC Holder, then by TR endorsement, and finally by Model.
- The column '*TC Holder*' includes the TC holder as defined in the type certificate data sheets (TCDS) (EASA, FAA or other) or the specific airworthiness specifications (SAS).
- The column '*STC Holder*' includes the STC holder as defined in the supplemental type certificate data sheets (STCDS) (EASA, FAA or other).
- Some TC holders' designations have been corrected to add the information: 'Aircraft with an SAS', this means that the aircraft listed under this TC holder designation is considered to be an 'orphan aircraft'or General Aviation aircraft form CIS (former Sovjet Union) countries.
- In Group 3, the column 'Type of structure' intends to assist the competent authorities in identifying the experience required for this type with a view to removing existing limitations on the licence.
- In Group 4, the column 'Type of structure' intends to assist the competent authorities in identifying the required 'L' subcategories.
- Wooden structure covered with fabric is considered to fall under wooden structure. For aeroplanes with a combination of structures, e.g. metal tubing fuselage and wooden wings, both experiences 'metal tube covered with fabric' and 'wooden structure' are required.

- In Group 3, the column 'MTOM' intends to assist the competent authorities in identifying the aeroplane types where the maximum take-off mass (MTOM) is:
  - above 2t requires a B1.2 and B2 or B2L licence, or
  - 2t and below requires a B1.2 or B3 and B2 or B2L licence.
- The column 'NOTE' in every table includes some useful information, when relevant, e.g.:
  - ELA1 or ELA2 aircraft.
  - 'OSD Approved' or 'Pending OSD Approval' means that an OSD-MCS (operational suitability data for maintenance certifying staff) exists or is still under the approval process at the date of publication of this ED Decision. OSD data is owned by the TCH (see TCHs contact list: https://www.easa.europa.eu/document-library/operational-suitability-data/osd-contact-list).
  - Type training courses approved before the approval of the OSD-MCS shall include the OSD elements within 2 years after the OSD-MCS approval.
  - STC reference number.
  - 'TC (or STC) not yet released' means that the type certificate (or STC) has not yet been released by EASA at the date of publication of this ED Decision, but the final model configuration is sufficiently mature that the type rating endorsement can be already defined. In this case, the initial training and licensing may start and be used for approval of type training courses and Part-66 licence endorsement. On the contrary, the associated rating for the maintenance organisation can be granted only after the type certification of the aircraft (or after the approval of the STC).

GROUP 1 AEROPLANES

GROUP 1 AEROPLANES				
TC Holder	**Model**	**Com. des.**	**Part-66 type rating endorsement**	**Note**
328 Support Services	Dornier 328-100		**Dornier 328-100 (PWC PW119)**	
328 Support Services	Dornier 328-300		**Dornier 328-300 (PWC PW306)**	-
AIR TRACTOR, INC.	AT-802		**Air Tractor AT-800 Series (PWC PT6)**	
AIR TRACTOR, INC.	AT-802A		**Air Tractor AT-800 Series (PWC PT6)**	
AIRBUS	A300 B1	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B2-1A	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B2-1C	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B2-202	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B2-203	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B2K-3C	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B4-102	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B4-103	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B4-203	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 B4-2C	-	**Airbus A300 basic model (GE CF6)**	-
AIRBUS	A300 C4-203	-	**Airbus A300 basic model (GE CF6)**	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A300 F4-203	-	Airbus A300 basic model (GE CF6)	-
AIRBUS	A300 B2-320	-	Airbus A300 basic model (PW JT9D)	-
AIRBUS	A300 B4-120	-	Airbus A300 basic model (PW JT9D)	-
AIRBUS	A300 B4-220	-	Airbus A300 basic model (PW JT9D)	-
AIRBUS	A300 B4-601	-	Airbus A300-600 (GE CF6)	-
AIRBUS	A300 B4-603	-	Airbus A300-600 (GE CF6)	-
AIRBUS	A300 B4-605 R	-	Airbus A300-600 (GE CF6)	-
AIRBUS	A300 C4-605 R Variant F	-	Airbus A300-600 (GE CF6)	
AIRBUS	A300 F4-605 R	-	Airbus A300-600 (GE CF6)	-
AIRBUS	A300 B4-622	-	Airbus A300-600 (PW 4000)	-
AIRBUS	A300 B4-622 R	-	Airbus A300-600 (PW 4000)	-
AIRBUS	A300 F4-622 R	-	Airbus A300-600 (PW 4000)	-
AIRBUS	A300 B4-620	-	Airbus A300-600 (PW JT9D)	-
AIRBUS	A300 C4-620	-	Airbus A300-600 (PW JT9D)	-
AIRBUS	A300F4-608ST	Beluga	Airbus A300-600ST (GE CF6)	-
AIRBUS	A310-203	-	Airbus A310 (GE CF6)	-
AIRBUS	A310-203 C	-	Airbus A310 (GE CF6)	-
AIRBUS	A310-204	-	Airbus A310 (GE CF6)	-
AIRBUS	A310-304	-	Airbus A310 (GE CF6)	-
AIRBUS	A310-308	-	Airbus A310 (GE CF6)	-
AIRBUS	A310-324	-	Airbus A310 (PW 4000)	-
AIRBUS	A310-325	-	Airbus A310 (PW 4000)	-
AIRBUS	A310-221	-	Airbus A310 (PW JT9D)	-
AIRBUS	A310-222	-	Airbus A310 (PW JT9D)	-
AIRBUS	A310-322	-	Airbus A310 (PW JT9D)	-
AIRBUS	A318-121	-	Airbus A318 (PW 6000)	-
AIRBUS	A318-122	-	Airbus A318 (PW 6000)	-
AIRBUS	A318-111	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A318-112	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A319-111	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A319-112	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A319-113	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A319-114	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A319-115	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A320-211	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A320-212	-	Airbus A318/A319/A320/A321 (CFM56)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A320-214	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A320-215	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A320-216	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A321-111	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A321-112	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A321-211	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A321-212	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A321-213	-	Airbus A318/A319/A320/A321 (CFM56)	-
AIRBUS	A319-151N	A319 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A319-152N	A319 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A319-153N	A319 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A320-251N	A320 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A320-252N	A320 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A320-253N	A320 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-251N	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-251NX	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-252N	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-252NX	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-253N	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-253NX	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A319-171N	A319 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A319-172N	A319 NEO	Airbus A319/A320/A321 (IAE PW1100G)	TC not yet released
AIRBUS	A319-173N	A319 NEO	Airbus A319/A320/A321 (IAE PW1100G)	TC not yet released
AIRBUS	A320-271N	A320 NEO	Airbus A319/A320/A321 (IAE PW1100G)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A320-272N	A320 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A320-273N	A320 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A321-271N	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	-
AIRBUS	A321-271NX	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	-
AIRBUS	A321-272N	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	-
AIRBUS	A321-272NX	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	-
AIRBUS	A319-131	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A319-132	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A319-133	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A320-231	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A320-232	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A320-233	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A321-131	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A321-231	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A321-232	-	Airbus A319/A320/A321 (IAE V2500)	-
AIRBUS	A330-201	-	Airbus A330 (GE CF6)	-
AIRBUS	A330-202	-	Airbus A330 (GE CF6)	-
AIRBUS	A330-203	-	Airbus A330 (GE CF6)	-
AIRBUS	A330-301	-	Airbus A330 (GE CF6)	-
AIRBUS	A330-302	-	Airbus A330 (GE CF6)	-
AIRBUS	A330-303	-	Airbus A330 (GE CF6)	-
AIRBUS	A330-223	-	Airbus A330 (PW 4000)	-
AIRBUS	A330-223F	-	Airbus A330 (PW 4000)	-
AIRBUS	A330-321	-	Airbus A330 (PW 4000)	-
AIRBUS	A330-322	-	Airbus A330 (PW 4000)	-
AIRBUS	A330-323	-	Airbus A330 (PW 4000)	-
AIRBUS	A330-743L	Beluga XL	Airbus A330 (RR Trent 700)	
AIRBUS	A330-243	-	Airbus A330 (RR Trent 700)	-
AIRBUS	A330-243F	-	Airbus A330 (RR Trent 700)	-
AIRBUS	A330-341	-	Airbus A330 (RR Trent 700)	-
AIRBUS	A330-342	-	Airbus A330 (RR Trent 700)	-
AIRBUS	A330-343	-	Airbus A330 (RR Trent 700)	-
AIRBUS	A330-841	A330 NEO	Airbus A330 (RR Trent 7000)	
AIRBUS	A330-941	A330 NEO	Airbus A330 (RR Trent 7000)	
AIRBUS	A340-211	-	Airbus A340 (CFM56)	-
AIRBUS	A340-212	-	Airbus A340 (CFM56)	-
AIRBUS	A340-213	-	Airbus A340 (CFM56)	-
AIRBUS	A340-311	-	Airbus A340 (CFM56)	-
AIRBUS	A340-312	-	Airbus A340 (CFM56)	-
AIRBUS	A340-313	-	Airbus A340 (CFM56)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A340-541	-	Airbus A340 (RR Trent 500)	-
AIRBUS	A340-542	-	Airbus A340 (RR Trent 500)	-
AIRBUS	A340-642	-	Airbus A340 (RR Trent 500)	-
AIRBUS	A340-643	-	Airbus A340 (RR Trent 500)	-
AIRBUS	A350-1041	-	Airbus A350 (RR Trent XWB)	
AIRBUS	A350-941	-	Airbus A350 (RR Trent XWB)	-
AIRBUS	A380-861	-	Airbus A380 (EA GP7200)	-
AIRBUS	A380-841	-	Airbus A380 (RR Trent 900)	-
AIRBUS	A380-842	-	Airbus A380 (RR Trent 900)	-
Airbus Canada Limited Partnership	BD-500-1A10	A220-100	Bombardier BD-500 Series (PW PW1500G)	-
Airbus Canada Limited Partnership	BD-500-1A11	A220-300	Bombardier BD-500 Series (PW PW1500G)	-
Airbus Military Sociedad Limitada (AMSL)	A400M-180	-	Airbus A400M (EPI TP400)	-
Aircraft Industries, a.s.	L410 NG	Turbolet	Let L-410 (GE H80)	
Aircraft Industries, a.s.	L410 UVP-E20	Turbolet	Let L-410 (GE H80)	
Aircraft Industries, a.s.	L410 UVP-E20 CARGO	Turbolet	Let L-410 (GE H80)	
Aircraft Industries, a.s.	L410 M Turbolet	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP - Turbolet	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP-E	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP-E20	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP-E20 CARGO	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP-E9	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP-E-LW	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L410 UVP-LW	Turbolet	Let L-410 (Walter M601)	-
Aircraft Industries, a.s.	L420	-	Let L-420 (Walter M601)	-
ALENIA AERMACCHI	C-27J	-	Alenia C-27 (Allison/RR AE2100)	-
ANTONOV	AN-26	-	Antonov AN26 (Ivchenko AI-24)	-
ANTONOV	AN-26B	-	Antonov AN26 (Ivchenko AI-24)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Antonov Aeronautical Scientific and Technical Complex (Aircraft with SAS)	Antonov An-28	-	Antonov An-28 (ТВД)	Refer to EASA.SAS.A.091 for s/n applicability.
ASI AVIATION	F 406	-	Reims-Cessna F 406 (PWC PT6)	-
ATR-GIE Avions de Transport Régional	ATR 42-200	-	ATR 42-200/300 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 42-300	-	ATR 42-200/300 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 42-320	-	ATR 42-200/300 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 42-400	-	ATR 42-400/500/72-212A (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 42-500	42-500 42-600	ATR 42-400/500/72-212A (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-212 A	72-500 72-600	ATR 42-400/500/72-212A (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-101	-	ATR 72-100/200 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-102	-	ATR 72-100/200 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-201	-	ATR 72-100/200 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-202	-	ATR 72-100/200 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-211	-	ATR 72-100/200 series (PWC PW120)	-
ATR-GIE Avions de Transport Régional	ATR 72-212	-	ATR 72-100/200 series (PWC PW120)	-
BAE SYSTEMS (OPERATIONS) Ltd	ATP	-	ATP (PWC PW120)	-
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ100	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ115	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ70	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ85	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-
BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 100	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-
BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 200	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-
BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 300	-	BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	-
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 1	-	HS748 (RRD Dart)	-
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2	-	HS748 (RRD Dart)	-
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2A	-	HS748 (RRD Dart)	-
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2B	-	HS748 (RRD Dart)	-
BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 3100 Series	Jetstream 31	Jetstream 31/32 (Honeywell TPE331)	-
BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 3200 Series	Jetstream 32/32EP	Jetstream 31/32 (Honeywell TPE331)	-
BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 4100 Series	-	Jetstream 41 (Honeywell TPE331)	-
BEECHCRAFT Corporation	200	-	Beech 200 Series (PWC PT6)	-
BEECHCRAFT Corporation	300LW	Super King Air	Beech 300 Series (PWC PT6)	-
BEECHCRAFT Corporation	F90	King Air	Beech 90 Series (PWC PT6)	-
BEECHCRAFT Corporation	A99	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	A99A	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	B99	Airliner	Beech 99/100 Series (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BEECHCRAFT Corporation	C99	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	100	King Air	Beech 99/100 Series (PWC PT6)	-
BEECHCRAFT Corporation	A100	King Air	Beech 99/100 Series (PWC PT6)	-
BEECHCRAFT Corporation	A100A	King Air	Beech 99/100 Series (PWC PT6)	-
BEECHCRAFT Corporation	99	-	Beech 99/100 Series (PWC PT6)	-
BEECHCRAFT Corporation	99A	-	Beech 99/100 Series (PWC PT6)	-
BEECHCRAFT Corporation	B100	-	Beech B100 (Honeywell TPE331)	-
BERIEV Aircraft Company	Be-200ES-E	-	Beriev 200 (Ivchenko D-436TP)	-
B-N GROUP Ltd. (Britten-Norman)	BN2T	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	-
B-N GROUP Ltd. (Britten-Norman)	BN2T-2	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	-
B-N GROUP Ltd. (Britten-Norman)	BN2T-2R	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	-
B-N GROUP Ltd. (Britten-Norman)	BN2T-4R	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	-
B-N GROUP Ltd. (Britten-Norman)	BN2T-4S	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	-
BOEING COMPANY (THE)	707-200	B707	Boeing 707 (PW JT4)	-
BOEING COMPANY (THE)	707-300 Series	B707	Boeing 707 (PW JT4)	-
BOEING COMPANY (THE)	707-400	B707	Boeing 707 (RR Conway)	-
BOEING COMPANY (THE)	720	B707	Boeing 707/720 (PW JT3D)	-
BOEING COMPANY (THE)	707-100 Long Body	B707	Boeing 707/720 (PW JT3D)	-
BOEING COMPANY (THE)	707-100B Long Body	B707	Boeing 707/720 (PW JT3D)	-
BOEING COMPANY (THE)	707-100B Short Body	B707	Boeing 707/720 (PW JT3D)	-
BOEING COMPANY (THE)	707-300	B707	Boeing 707/720 (PW JT3D)	-
BOEING COMPANY (THE)	707-300C	B707	Boeing 707/720 (PW JT3D)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	720B	B707	Boeing 707/720 (PW JT3D)	-
BOEING COMPANY (THE)	727	B727	Boeing 727 (PW JT8D)	-
BOEING COMPANY (THE)	727-100	B727	Boeing 727 (PW JT8D)	-
BOEING COMPANY (THE)	727-100C	B727	Boeing 727 (PW JT8D)	-
BOEING COMPANY (THE)	727-200	B727	Boeing 727 (PW JT8D)	-
BOEING COMPANY (THE)	727-200F	B727	Boeing 727 (PW JT8D)	-
BOEING COMPANY (THE)	727C	B727	Boeing 727 (PW JT8D)	-
BOEING COMPANY (THE)	737-100	B737 Classic	Boeing 737-100/200 (PW JT8D)	-
BOEING COMPANY (THE)	737-200	B737 Classic	Boeing 737-100/200 (PW JT8D)	-
BOEING COMPANY (THE)	737-200C	B737 Classic	Boeing 737-100/200 (PW JT8D)	-
BOEING COMPANY (THE)	737-300	B737 Classic	Boeing 737-300/400/500 (CFM56)	-
BOEING COMPANY (THE)	737-400	B737 Classic	Boeing 737-300/400/500 (CFM56)	-
BOEING COMPANY (THE)	737-500	B737 Classic	Boeing 737-300/400/500 (CFM56)	-
BOEING COMPANY (THE)	737-600	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	-
BOEING COMPANY (THE)	737-700	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	-
BOEING COMPANY (THE)	737-800	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	-
BOEING COMPANY (THE)	737-900	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	-
BOEING COMPANY (THE)	737-900ER	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	-
BOEING COMPANY (THE)	737-7	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	TC not yet released
BOEING COMPANY (THE)	737-8	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	
BOEING COMPANY (THE)	737-8200	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	
BOEING COMPANY (THE)	737-9	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	
BOEING COMPANY (THE)	747-100	B747	Boeing 747-100 (PW JT9D)	-
BOEING COMPANY (THE)	747-200	B747	Boeing 747-200/300 (GE CF6)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	747-200C	B747	Boeing 747-200/300 (GE CF6)	-
BOEING COMPANY (THE)	747-200F	B747	Boeing 747-200/300 (GE CF6)	-
BOEING COMPANY (THE)	747-300	B747	Boeing 747-200/300 (GE CF6)	-
BOEING COMPANY (THE)	747-200	B747	Boeing 747-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	747-200C	B747	Boeing 747-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	747-200F	B747	Boeing 747-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	747-300	B747	Boeing 747-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	747-200	B747	Boeing 747-200/300 (RR RB211)	-
BOEING COMPANY (THE)	747-200C	B747	Boeing 747-200/300 (RR RB211)	-
BOEING COMPANY (THE)	747-200F	B747	Boeing 747-200/300 (RR RB211)	-
BOEING COMPANY (THE)	747-300	B747	Boeing 747-200/300 (RR RB211)	-
BOEING COMPANY (THE)	747-400	B747	Boeing 747-400 (GE CF6)	-
BOEING COMPANY (THE)	747-400F	B747	Boeing 747-400 (GE CF6)	-
BOEING COMPANY (THE)	747-400BCF	B747F/SF	Boeing 747-400 (GE CF6)	-
BOEING COMPANY (THE)	747-400	B747	Boeing 747-400 (PW 4000)	-
BOEING COMPANY (THE)	747-400F	B747	Boeing 747-400 (PW 4000)	-
BOEING COMPANY (THE)	747-400CF	B747F/SF	Boeing 747-400 (PW 4000)	-
BOEING COMPANY (THE)	747-400	B747	Boeing 747-400 (RR RB211)	-
BOEING COMPANY (THE)	747-400F	B747	Boeing 747-400 (RR RB211)	-
BOEING COMPANY (THE)	747-400CF	B747F/SF	Boeing 747-400 (RR RB211)	-
BOEING COMPANY (THE)	747-8	B747	Boeing 747-8 (GE GEnx)	-
BOEING COMPANY (THE)	747-8F	Freighter	Boeing 747-8 (GE GEnx)	-
BOEING COMPANY (THE)	747SP	-	Boeing 747SP (PW JT9D)	-
BOEING COMPANY (THE)	757-200	B757	Boeing 757-200/300 (PW 2000)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	757-200PF	B757	Boeing 757-200/300 (PW 2000)	-
BOEING COMPANY (THE)	757-300	B757	Boeing 757-200/300 (PW 2000)	-
BOEING COMPANY (THE)	757-200	B757	Boeing 757-200/300 (RR RB211)	-
BOEING COMPANY (THE)	757-200PF	B757	Boeing 757-200/300 (RR RB211)	-
BOEING COMPANY (THE)	757-300	B757	Boeing 757-200/300 (RR RB211)	-
BOEING COMPANY (THE)	767-200	B767	Boeing 767-200/300 (PW 4000)	-
BOEING COMPANY (THE)	767-300	B767	Boeing 767-200/300 (PW 4000)	-
BOEING COMPANY (THE)	767-300CF	B767	Boeing 767-200/300 (PW 4000)	-
BOEING COMPANY (THE)	767-200	B767	Boeing 767-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	767-300	B767	Boeing 767-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	767-300CF	B767	Boeing 767-200/300 (PW JT9D)	-
BOEING COMPANY (THE)	767-200	B767	Boeing 767-200/300/400 (GE CF6)	-
BOEING COMPANY (THE)	767-300	B767	Boeing 767-200/300/400 (GE CF6)	-
BOEING COMPANY (THE)	767-300CF	B767	Boeing 767-200/300/400 (GE CF6)	-
BOEING COMPANY (THE)	767-300F	B767	Boeing 767-200/300/400 (GE CF6)	-
BOEING COMPANY (THE)	767-400ER	B767	Boeing 767-200/300/400 (GE CF6)	-
BOEING COMPANY (THE)	767-300	B767	Boeing 767-300 (RR RB211)	-
BOEING COMPANY (THE)	777-200	B777	Boeing 777-200/300 (GE 90)	-
BOEING COMPANY (THE)	777-200LR	B777	Boeing 777-200/300 (GE 90)	-
BOEING COMPANY (THE)	777-300ER	B777	Boeing 777-200/300 (GE 90)	-
BOEING COMPANY (THE)	777F	Freighter	Boeing 777-200/300 (GE 90)	-
BOEING COMPANY (THE)	777-200	B777	Boeing 777-200/300 (PW 4000)	-
BOEING COMPANY (THE)	777-300	B777	Boeing 777-200/300 (PW 4000)	-
BOEING COMPANY (THE)	777-200	B777	Boeing 777-200/300 (RR Trent 800)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	777-300	B777	Boeing 777-200/300 (RR Trent 800)	-
BOEING COMPANY (THE)	787-10	Dreamliner	Boeing 787-8/9/10 (GEnx)	
BOEING COMPANY (THE)	787-8	Dreamliner	Boeing 787-8/9/10 (GEnx)	-
BOEING COMPANY (THE)	787-9	Dreamliner	Boeing 787-8/9/10 (GEnx)	-
BOEING COMPANY (THE)	787-10	Dreamliner	Boeing 787-8/9/10 (RR Trent 1000)	
BOEING COMPANY (THE)	787-8	Dreamliner	Boeing 787-8/9/10 (RR Trent 1000)	-
BOEING COMPANY (THE)	787-9	Dreamliner	Boeing 787-8/9/10 (RR Trent 1000)	-
BOMBARDIER	BD-100-1A10	Challenger 300 Challenger 350	Bombardier BD-100-1A10 (Honeywell AS907)	-
BOMBARDIER	BD-700-1A11	Global 5000 Global 5000 GVFD Global 5500	Bombardier BD-700 Series (RRD BR700-710)	-
BOMBARDIER	BD-700-1A10	Global Express Global 6000 Global 6500	Bombardier BD-700 Series (RRD BR700-710)	-
BOMBARDIER	BD-700-2A12	Global 7500	Bombardier BD-700-2A12 (GE Passport 20)	
BOMBARDIER	CL-600-1A11 (600)	Challenger 600	Bombardier CL-600-1A11 (Honeywell ALF502)	-
BOMBARDIER	CL-600-2A12 (601 Variant)	Challenger 601	Bombardier CL-600-2A12/2B16 (601/601-3A/3R Variant) (GE CF34)	-
BOMBARDIER	CL-600-2B16 (601-3A Variant)	Challenger 601-3A	Bombardier CL-600-2A12/2B16 (601/601-3A/3R Variant) (GE CF34)	-
BOMBARDIER	CL-600-2B16 (601-3R Variant)	Challenger 601-3R	Bombardier CL-600-2A12/2B16 (601/601-3A/3R Variant) (GE CF34)	-
BOMBARDIER	CL-600-2B16 (604 Variant)	Challenger 604 (MSN < 5701) Challenger 605 (5701<=MSN <= 5990) Challenger 650 (MSN ≥ 6050)	Bombardier CL-600-2B16 (604 Variant) (GE CF34)	-
CIRRUS Design Corporation	SF50	-	CIRRUS SF50 (Williams FJ33)	
DAHER AEROSPACE	TBM700 A		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 B		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 C1		Socata TBM700 (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
DAHER AEROSPACE	TBM700 C2		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 N		Socata TBM700 (PWC PT6)	
DASSAULT AVIATION	Falcon 10	-	Falcon 10 (Honeywell TFE731)	-
DASSAULT AVIATION	Fan Jet Falcon	(Basic) Fan Jet Falcon	Falcon 20 (GE CF700)	-
DASSAULT AVIATION	Fan Jet Falcon C	-	Falcon 20 (GE CF700)	-
DASSAULT AVIATION	Fan Jet Falcon D	-	Falcon 20 (GE CF700)	-
DASSAULT AVIATION	Fan Jet Falcon E	-	Falcon 20 (GE CF700)	-
DASSAULT AVIATION	Fan Jet Falcon F	-	Falcon 20 (GE CF700)	-
DASSAULT AVIATION	Fan Jet Falcon G	-	Falcon 200 (Honeywell ATF 3-6)	-
DASSAULT AVIATION	Mystère Falcon 200	-	Falcon 200 (Honeywell ATF 3-6)	-
DASSAULT AVIATION	Mystère Falcon 20GF	-	Falcon 200 (Honeywell ATF 3-6)	-
DASSAULT AVIATION	Falcon 2000	-	Falcon 2000 (CFE 738)	-
DASSAULT AVIATION	Falcon 2000EX	-	Falcon 2000EX (PWC PW308)	OSD approved on 30.10.2015.
DASSAULT AVIATION	Falcon 2000EX	F2000EX EASy F2000DX F2000LX F2000LXS F2000S	Falcon 2000EX EASy (PWC PW308C)	OSD approved on 30.10.2015.
DASSAULT AVIATION	Mystère Falcon 20-C5	-	Falcon 20-5 (Honeywell TFE731)	-
DASSAULT AVIATION	Mystère Falcon 20-D5	-	Falcon 20-5 (Honeywell TFE731)	-
DASSAULT AVIATION	Mystère Falcon 20-E5	-	Falcon 20-5 (Honeywell TFE731)	-
DASSAULT AVIATION	Mystère Falcon 20-F5	-	Falcon 20-5 (Honeywell TFE731)	-
DASSAULT AVIATION	Mystère Falcon 50	-	Falcon 50 (Honeywell TFE731)	-
DASSAULT AVIATION	Mystère Falcon 50	F50EX	Falcon 50EX (Honeywell TFE731)	-
DASSAULT AVIATION	Falcon 6X	Falcon 6X	Falcon 6X (PW812D)	OSD mandatory.
DASSAULT AVIATION	Falcon 7X	Falcon 7X Falcon 8X	Falcon 7X (PW307)	OSD approved

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
				on 30.6.2016.
DASSAULT AVIATION	Mystère Falcon 900	Falcon 900 Falcon 900B	Falcon 900 (Honeywell TFE731)	-
DASSAULT AVIATION	Mystère Falcon 900	F900C	Falcon 900C/EX (Honeywell TFE 731)	-
DASSAULT AVIATION	Falcon 900EX	-	Falcon 900C/EX (Honeywell TFE 731)	-
DASSAULT AVIATION	Falcon 900EX	F900EX EASy F900DX F900LX	Falcon 900EX EASy (Honeywell TFE731)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-102	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-103	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-106	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-201	DHC-8 Series 200	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-202	DHC-8 Series 200	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-301	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-311	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-314	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-315	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	-
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-401	DHC-8 Series 400	Bombardier DHC-8-400 (PWC PW150)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
DE HAVILLAND AIRCRAFT OF CANADA LIMITED	DHC-8-402	DHC-8 Series 400	Bombardier DHC-8-400 (PWC PW150)	-
DORNIER SEAWINGS GmbH	Seastar CD2	-	Dornier Seastar CD2 (PWC PT6)	-
EADS CASA	C-212-CB	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-CC	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-CD	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-CE	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-CF	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-DD	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-DF	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-EE	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-VA	Aviocar	CASA C-212 (Honeywell TPE331)	-
EADS CASA	C-212-DE	Aviocar	CASA C-212 (PWC PT6)	-
EADS CASA	C-295	-	CASA C-295 (PWC PW127)	-
EADS CASA	CN-235	-	CASA CN-235 (GE CT7)	-
EADS CASA	CN-235-100	-	CASA CN-235 (GE CT7)	-
EADS CASA	CN-235-200	-	CASA CN-235 (GE CT7)	-
EADS CASA	CN-235-300	-	CASA CN-235 (GE CT7)	-
ECLIPSE AEROSPACE Inc.	EA500	-	Eclipse EA500 (PWC PW610)	-
EMBRAER S.A.	EMB-110K1	Bandeirante	Embraer EMB-110 (PWC PT6)	-
EMBRAER S.A.	EMB-110P1	Bandeirante	Embraer EMB-110 (PWC PT6)	-
EMBRAER S.A.	EMB-110P2	Bandeirante	Embraer EMB-110 (PWC PT6)	-
EMBRAER S.A.	EMB-120	Brasilia	Embraer EMB-120 (PWC PW110 Series)	-
EMBRAER S.A.	EMB-120ER	Brasilia	Embraer EMB-120 (PWC PW110 Series)	-
EMBRAER S.A.	EMB-120RT	Brasilia	Embraer EMB-120 (PWC PW110 Series)	-
EMBRAER S.A.	EMB-121A	Xingu I	Embraer EMB-121 (PWC PT6)	-
EMBRAER S.A.	EMB-121A1	Xingu II	Embraer EMB-121 (PWC PT6)	-
EMBRAER S.A.	EMB-135BJ	Legacy 600 Legacy 650	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-135ER	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-135LR	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145EP	-	Embraer EMB-135/145 (RR Corp AE3007A)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
EMBRAER S.A.	EMB-145ER	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145EU	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145LR	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145LU	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145MK	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-145MP	-	Embraer EMB-135/145 (RR Corp AE3007A)	-
EMBRAER S.A.	EMB-500	Phenom 100	Embraer EMB-500 (PWC PW617)	-
EMBRAER S.A.	EMB-505	Phenom 300	Embraer EMB-505 (PWC PW535)	-
EMBRAER S.A.	EMB-545	Legacy 450	Embraer EMB-545/550 (Honeywell AS907)	-
EMBRAER S.A.	EMB-550	Legacy 500	Embraer EMB-545/550 (Honeywell AS907)	-
EMBRAER S.A.	ERJ 170-100 LR	ERJ-170	Embraer ERJ 170 Series (GE CF34)	-
EMBRAER S.A.	ERJ 170-100 STD	ERJ-170	Embraer ERJ 170 Series (GE CF34)	-
EMBRAER S.A.	ERJ 170-200 LR	ERJ-175	Embraer ERJ 170 Series (GE CF34)	-
EMBRAER S.A.	ERJ 170-200 STD	ERJ-175	Embraer ERJ 170 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-100 LR	ERJ-190	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-100 SR	ERJ-190	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-100 STD	ERJ-190	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-100 IGW	ERJ-190 AR	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-200 LR	ERJ-195	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-200 STD	ERJ-195	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-200 IGW	ERJ-195 AR	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-100 ECJ	Lineage 1000	Embraer ERJ 190 Series (GE CF34)	-
EMBRAER S.A.	ERJ 190-300	EMBRAER 190E2	Embraer ERJ 190 Series (PW 1900G)	-
EMBRAER S.A.	ERJ 190-400	EMBRAER 195-E2	Embraer ERJ 190 Series (PW 1900G)	
FOKKER SERVICES	F27 Mark 050	Fokker 50	Fokker 50/60 Series (PWC PW 125/127)	-
FOKKER SERVICES	F27 Mark 0502	Fokker 50	Fokker 50/60 Series (PWC PW 125/127)	-
FOKKER SERVICES	F27 Mark 0604	Fokker 60	Fokker 50/60 Series (PWC PW 125/127)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
FOKKER SERVICES	F28 Mark 0100	Fokker 100	Fokker 70/100 (RRD Tay)	-
FOKKER SERVICES	F28 Mark 0070	Fokker 70	Fokker 70/100 (RRD Tay)	-
FOKKER SERVICES	F27 Mark 100	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F27 Mark 200	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F27 Mark 300	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F27 Mark 400	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F27 Mark 500	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F27 Mark 600	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F27 Mark 700	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	-
FOKKER SERVICES	F28 Mark 1000	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 1000C	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 2000	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 3000	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 3000C	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 3000R	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 3000RC	Fellowship	Fokker F28 Series (RRD Spey)	-
FOKKER SERVICES	F28 Mark 4000	Fellowship	Fokker F28 Series (RRD Spey)	-
GROB Aircraft AG	G520 EGRETT	-	Grob G 520 Series (Honeywell TPE331)	-
GROB Aircraft AG	G520T	-	Grob G 520 Series (Honeywell TPE331)	-
GULFSTREAM AEROSPACE Corporation	G-1159	Gulfstream II	Gulfstream G-1159 Series (RRD Spey)	-
GULFSTREAM AEROSPACE Corporation	G-1159A	Gulfstream IIB	Gulfstream G-1159 Series (RRD Spey)	-
GULFSTREAM AEROSPACE Corporation	G-1159B	Gulfstream III	Gulfstream G-1159 Series (RRD Spey)	-
GULFSTREAM AEROSPACE Corporation	G-159	Gulfstream I	Gulfstream G-159 (RRD Dart)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
GULFSTREAM AEROSPACE Corporation	G-IV	Gulfstream G-IV/GIV-SP	Gulfstream GIV/GIV-SP Series (RRD Tay)	-
GULFSTREAM AEROSPACE Corporation	GIV-X	Gulfstream G350 Gulfstream G450	Gulfstream GIV-X Series (RRD Tay)	-
GULFSTREAM AEROSPACE Corporation	GV	Gulfstream GV	Gulfstream GV basic model (RRD BR710)	-
GULFSTREAM AEROSPACE Corporation	GVI (G650)	G650 G650ER	Gulfstream GVI (RRD BR725)	-
GULFSTREAM AEROSPACE Corporation	GVII-G500	G500	Gulfstream GVII (PWC PW800GA)	OSD mandatory.
GULFSTREAM AEROSPACE Corporation	GVII-G600	G600	Gulfstream GVII (PWC PW800GA)	OSD mandatory.
GULFSTREAM AEROSPACE Corporation	GVIII-2		Gulfstream GVIII-2 (RR BR700)	Not yet certified. OSD mandatory.
GULFSTREAM AEROSPACE Corporation	GV-SP	Gulfstream G500 Gulfstream G550	Gulfstream GV-SP Series (RRD BR710)	-
GULFSTREAM AEROSPACE LP (GALP)	1125 Westwind Astra	Astra	Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)	
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream 100/Astra SPX	G100/Astra SPX	Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)	-
GULFSTREAM AEROSPACE LP (GALP)	1125 Astra SP		Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)	
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream 200/Galaxy	G200/Galaxy	Gulfstream (IAI) 200/Galaxy (PWC PW306)	-
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream G150	G150	Gulfstream (IAI) G150 (Honeywell TFE731)	-
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream G280	G280	Gulfstream (IAI) G280 (Honeywell AS907)	-
HAWKER BEECHCRAFT	BAe.125 Series 800A	BAe.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	BAe.125 Series 800B	BAe.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	BH.125 Series 400A	BH.125	BAe 125 Series (Honeywell TFE731)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
HAWKER BEECHCRAFT	BH.125 Series 600A	BH.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	DH.125 Series 1A	DH.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	DH.125 Series 3A	DH.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	DH.125 Series 3A/RA	DH.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	DH.125 Series 400A	DH.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series 400A	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series 600A	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series 700A	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series 700B	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series F3B	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 series F3B/RA	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series F400B	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 Series F403B	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 series F600B	HS.125	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	Hawker 800	-	BAe 125 Series (Honeywell TFE731)	-
HAWKER BEECHCRAFT	HS.125 series F400	'Hawker Siddeley'	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 series F600	'Hawker Siddeley'	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	BH.125 Series 400A	BH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	BH.125 Series 600A	BH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	DH.125 Series 1A	DH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	DH.125 Series 1A/R-522	DH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	DH.125 Series 1A/S-522	DH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	DH.125 Series 1A-522	DH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	DH.125 Series 3A/R	DH.125	BAe 125 Series (RR Viper)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
HAWKER BEECHCRAFT	DH.125 Series 400A	DH.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 1B	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 1B/R 522	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 1B/S 522	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 1B 522	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 3B	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 3B/R	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 3B/RA	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 3B/RB	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 3B/RC	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 400A	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 400B	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 400B/1	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 401B	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 403A(C)	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 403B	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 600A	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 600B	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 600B/1	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 600B/2	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	HS.125 Series 600B/3	HS.125	BAe 125 Series (RR Viper)	-
HAWKER BEECHCRAFT	BAe.125 Series 1000A	BAe.125	BAe 125 Series 1000 (PWC PW305)	-
HAWKER BEECHCRAFT	BAe.125 Series 1000B	BAe.125	BAe 125 Series 1000 (PWC PW305)	-
HAWKER BEECHCRAFT	Hawker 1000	-	BAe 125 Series 1000 (PWC PW305)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
HAWKER BEECHCRAFT	Hawker 750	Hawker 750	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	-
HAWKER BEECHCRAFT	Hawker 800XP	Hawker 800XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	-
HAWKER BEECHCRAFT	Hawker 850XP	Hawker 850XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	-
HAWKER BEECHCRAFT	Hawker 900XP	Hawker 900XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	-
HAWKER BEECHCRAFT	400T	(TX) Beechjet	Beech 400/Mitsubishi MU-300 (PWC JT15)	-
HAWKER BEECHCRAFT	400	Beechjet	Beech 400/Mitsubishi MU-300 (PWC JT15)	-
HAWKER BEECHCRAFT	400A	Beechjet (Hawker 400XP)	Beech 400/Mitsubishi MU-300 (PWC JT15)	-
HAWKER BEECHCRAFT	MU-300 (Diamond I)	Diamond I Diamond IA	Beech 400/Mitsubishi MU-300 (PWC JT15)	-
HAWKER BEECHCRAFT	MU-300-10 (Diamond II)	Diamond II	Beech 400/Mitsubishi MU-300 (PWC JT15)	-
HONDA AIRCRAFT COMPANY LLC.	HA-420	HondaJet	Honda Aircraft HA-420 (HF120)	-
ISRAEL AIRCRAFT INDUSTRIES	IAI 1123	Commodore Jet	IAI 1121/1123 (GE CJ610)	-
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121	Jetcommander	IAI 1121/1123 (GE CJ610)	-
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121A	Jetcommander	IAI 1121/1123 (GE CJ610)	-
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121B	Jetcommander	IAI 1121/1123 (GE CJ610)	-
ISRAEL AIRCRAFT INDUSTRIES	IAI 1124	Westwind	IAI 1124 (Honeywell TFE731)	-
ISRAEL AIRCRAFT INDUSTRIES	IAI 1124A	Westwind	IAI 1124 (Honeywell TFE731)	-
JSC Sukhoi Civil Aircraft	RRJ-95B	Superjet 100	RRJ-95 (PowerJet SaM146)	-
LEARJET	23 (Learjet)	-	Learjet 23 (GE CJ610)	-
LEARJET	24	-	Learjet 24/25 (GE CJ610)	-
LEARJET	25	-	Learjet 24/25 (GE CJ610)	-
LEARJET	24A	-	Learjet 24/25 (GE CJ610)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
LEARJET	24B	-	Learjet 24/25 (GE CJ610)	-
LEARJET	24B-A	-	Learjet 24/25 (GE CJ610)	-
LEARJET	24D	-	Learjet 24/25 (GE CJ610)	-
LEARJET	24D-A	-	Learjet 24/25 (GE CJ610)	-
LEARJET	24F	-	Learjet 24/25 (GE CJ610)	-
LEARJET	24F-A	-	Learjet 24/25 (GE CJ610)	-
LEARJET	25B	-	Learjet 24/25 (GE CJ610)	-
LEARJET	25C	-	Learjet 24/25 (GE CJ610)	-
LEARJET	25D	-	Learjet 24/25 (GE CJ610)	-
LEARJET	25F	-	Learjet 24/25 (GE CJ610)	-
LEARJET	31	-	Learjet 31 (Honeywell TFE731)	-
LEARJET	31A	-	Learjet 31 (Honeywell TFE731)	-
LEARJET	35	-	Learjet 35/36 (Honeywell TFE731)	-
LEARJET	36	-	Learjet 35/36 (Honeywell TFE731)	-
LEARJET	35A	-	Learjet 35/36 (Honeywell TFE731)	-
LEARJET	36A	-	Learjet 35/36 (Honeywell TFE731)	-
LEARJET	Learjet Model 45	Learjet 45 Learjet 40 Learjet 75 Learjet 70	Learjet 45 (Honeywell TFE731)	
LEARJET	55	-	Learjet 55 (Honeywell TFE731)	-
LEARJET	55B	-	Learjet 55 (Honeywell TFE731)	-
LEARJET	55C	-	Learjet 55 (Honeywell TFE731)	-
LEARJET	60	Learjet 60	Learjet 60 (PWC PW305)	-
LOCKHEED MARTIN Corporation	1329-25	JetStar II	Lockheed 1329 (Honeywell TFE731)	-
LOCKHEED MARTIN Corporation	1329-23D	JetStar	Lockheed 1329 PW (PW JT12)	-
LOCKHEED MARTIN Corporation	188A	Electra	Lockheed 188 (RR Corp 501)	-
LOCKHEED MARTIN Corporation	188C	Electra	Lockheed 188 (RR Corp 501)	-
LOCKHEED MARTIN Corporation	382G	Hercules	Lockheed 382 (RR Corp 501)	-
LOCKHEED MARTIN Corporation	L-1011-385-1	TriStar	Lockheed L-1011 (RR RB211)	-
LOCKHEED MARTIN Corporation	L-1011-385-1-15	TriStar	Lockheed L-1011 (RR RB211)	-
LOCKHEED MARTIN Corporation	L-1011-385-3	TriStar	Lockheed L-1011 (RR RB211)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
M7 AEROSPACE	SA226-AT	-	Fairchild SA226 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA226-T	-	Fairchild SA226 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA226-T(B)	-	Fairchild SA226 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA226-TC	-	Fairchild SA226 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-AC	Swearingen Metro	Fairchild SA227 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-BC	Swearingen Metro	Fairchild SA227 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-AT	-	Fairchild SA227 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-CC	-	Fairchild SA227 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-DC	-	Fairchild SA227 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-TT	-	Fairchild SA227 Series (Honeywell TPE331)	-
M7 AEROSPACE	SA227-PC	Swearingen Metro	Fairchild SA227 Series (PWC PT6)	-
M7 AEROSPACE	SA26AT	-	Fairchild SA26AT (Honeywell TPE331)	-
M7 AEROSPACE	SA-26-T	-	Fairchild SA26-T (PWC PT6)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-10	-	DC-10/MD-10 (GE CF6)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-30	-	DC-10/MD-10 (GE CF6)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-30F	-	DC-10/MD-10 (GE CF6)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-71	DC-8-70	DC-8 (CFM56)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-71F	DC-8-70	DC-8 (CFM56)	-
McDONNELL DOUGLAS	DC-8-72	DC-8-70	DC-8 (CFM56)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Corporation BOEING COMPANY				
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-73	DC-8-70	DC-8 (CFM56)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-73F	DC-8-70	DC-8 (CFM56)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-52	DC-8	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-53	DC-8	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-55	DC-8	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8F-54	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8F-55	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-61	DC-8-60	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-61F	DC-8-60	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation	DC-8-62	DC-8-60	DC-8 (PW JT3D)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY				
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-62F	DC-8-60	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-63	DC-8-60	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-63F	DC-8-60	DC-8 (PW JT3D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-33	DC-8	DC-8 (PW JT4A)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-14	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-15	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-21	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-32	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-33F	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-34	DC-9	DC-9 (PW JT8D)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-34F	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-41	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-51	DC-9	DC-9 (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	717-200	717	MD-717-200 (RRD BR700-715)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11	MD-11	MD-11 (GE CF6)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11F	MD-11	MD-11 (GE CF6)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11	MD-11	MD-11 (PW 4000)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11F	MD-11	MD-11 (PW 4000)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-81 (MD-81)	MD-81	MD-80 Series (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-82 (MD-82)	MD-82	MD-80 Series (PW JT8D)	-
McDONNELL DOUGLAS	DC-9-83 (MD-83)	MD-83	MD-80 Series (PW JT8D)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Corporation BOEING COMPANY				
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-87 (MD-87)	MD-87	MD-80 Series (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-88	-	MD-80 Series (PW JT8D)	-
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-90 Series	-	MD-90 (IAE V2500)	-
MHI RJ AVIATION ULC.	CL-600-2B19 (RJ Series 100)	Regional Jet Series 100/200/440/ Challenger 850/ CRJ SE	Bombardier CL-600-2B19 (GE CF34)	-
MHI RJ AVIATION ULC.	CL-600-2E25 (RJ Series 1000)	Regional Jet Series 1000	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	-
MHI RJ AVIATION ULC.	CL-600-2C10 (RJ 700/701/ 702)	Regional Jet Series 700/701/702	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	-
MHI RJ AVIATION ULC.	CL-600-2D15 (RJ Series 705)	Regional Jet Series 705	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	-
MHI RJ AVIATION ULC.	CL-600-2D24 (RJ Series 900)	Regional Jet Series 900	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	-
MITSUBISHI Heavy Industries	MU-2B	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-10 (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-20	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-20 (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-25	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-25 (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-26 (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-26A	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-26A (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
MITSUBISHI Heavy Industries	MU-2B-30	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-35	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-36	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-36A (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-40 (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
MITSUBISHI Heavy Industries	MU-2B-60 (USA)	-	Mitsubishi MU-2B (Honeywell TPE331)	-
Nomad TC Pty Ltd	N22	-	Nomad N22/24 Series (RR Corp 250)	-
Nomad TC Pty Ltd	N22B	-	Nomad N22/24 Series (RR Corp 250)	-
Nomad TC Pty Ltd	N22C	-	Nomad N22/24 Series (RR Corp 250)	-
Nomad TC Pty Ltd	N22S	-	Nomad N22/24 Series (RR Corp 250)	-
Nomad TC Pty Ltd	N24	-	Nomad N22/24 Series (RR Corp 250)	-
Nomad TC Pty Ltd	N24A	-	Nomad N22/24 Series (RR Corp 250)	-
PIAGGIO Aero Industries	P.166 DP1	-	Piaggio P166 (PWC PT6)	-
PIAGGIO Aero Industries	P180	Avanti	Piaggio P180 Avanti/Avanti II (PWC PT6)	-
PIAGGIO Aero Industries	P180	Avanti II	Piaggio P180 Avanti/Avanti II (PWC PT6)	-
PILATUS AIRCRAFT	PC-12	-	Pilatus PC-12 (PWC PT6)	-
PILATUS AIRCRAFT	PC-12/45	-	Pilatus PC-12 (PWC PT6)	-
PILATUS AIRCRAFT	PC-12/47	-	Pilatus PC-12 (PWC PT6)	-
PILATUS AIRCRAFT	PC-12/47E	-	Pilatus PC-12 (PWC PT6)	-
PILATUS AIRCRAFT	PC-24		Pilatus PC-24 (Williams FJ44)	
PIPER AIRCRAFT	PA-31T (Cheyenne/ Cheyenne II)	Cheyenne / Cheyenne II	Piper PA-31T Series (PWC PT6)	-
PIPER AIRCRAFT	PA-31T1 (Chey. I/ Cheyenne IA)	Cheyenne I / Cheyenne 1A	Piper PA-31T Series (PWC PT6)	-
PIPER AIRCRAFT	PA-31T2 (Cheyenne IIXL)	Cheyenne IIXL	Piper PA-31T Series (PWC PT6)	-
PIPER AIRCRAFT	PA-31T3	T-1040	Piper PA-31T Series (PWC PT6)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
PIPER AIRCRAFT	PA-42-1000 (Cheyenne 400LS)	Cheyenne 400LS	Piper PA-42 (Honeywell TPE-331)	-
PIPER AIRCRAFT	PA-42 (Cheyenne III)	Cheyenne III	Piper PA-42 (PWC PT6)	-
PIPER AIRCRAFT	PA-42-720R	Cheyenne III	Piper PA-42 (PWC PT6)	-
PIPER AIRCRAFT	PA-42-720 (Cheyenne IIIA)	Cheyenne IIIA	Piper PA-42 (PWC PT6)	-
PIPER AIRCRAFT	PA-46-600TP	M600	Piper PA-46-500TP/600TP (PWC PT6)	-
PIPER AIRCRAFT	PA-46-500TP	Malibu Meridian	Piper PA-46-500TP/600TP (PWC PT6)	-
POLSKIE ZAKLADY LOTNICZE	PZL M28 00	-	PZL M-28 (PWC PT6)	-
POLSKIE ZAKLADY LOTNICZE	PZL M28 02	-	PZL M-28 (PWC PT6)	-
POLSKIE ZAKLADY LOTNICZE	PZL M28 05	-	PZL M-28 (PWC PT6)	-
PT. DIRGANTARA INDONESIA	CN-235	-	CASA CN-235 (GE CT7)	-
PT. DIRGANTARA INDONESIA	CN-235-100	-	CASA CN-235 (GE CT7)	-
PT. DIRGANTARA INDONESIA	CN-235-110	-	CASA CN-235 (GE CT7)	-
RUAG Aerospace GmbH (DORNIER)	Dornier 228-100	-	Dornier 228 (Honeywell TPE331)	-
RUAG Aerospace GmbH (DORNIER)	Dornier 228-101	-	Dornier 228 (Honeywell TPE331)	-
RUAG Aerospace GmbH (DORNIER)	Dornier 228-200	-	Dornier 228 (Honeywell TPE331)	-
RUAG Aerospace GmbH (DORNIER)	Dornier 228-201	-	Dornier 228 (Honeywell TPE331)	-
RUAG Aerospace GmbH (DORNIER)	Dornier 228-202	-	Dornier 228 (Honeywell TPE331)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
RUAG Aerospace GmbH (DORNIER)	Dornier 228-212	-	Dornier 228 (Honeywell TPE331)	-
RUAG Aerospace GmbH (DORNIER)	Do 28 D-6	-	Dornier Do 28 Series (PWC PT6)	-
RUAG Aerospace GmbH (DORNIER)	Dornier 128-6	-	Dornier Do 28 Series (PWC PT6)	-
SAAB AB, SAAB Aerosystems	Saab SF340A	Saab-Fairchild 340A	Saab (SF) 340 (GE CT7)	-
SAAB AB, SAAB Aerosystems	Saab 340B	-	Saab (SF) 340 (GE CT7)	-
SAAB AB, SAAB Aerosystems	Saab 2000	-	Saab 2000 (RR Corp AE2100)	-
SHORT BROTHERS PLC	SC7 Series 3	Skyvan	Shorts SC7 (Honeywell TPE331)	-
SHORT BROTHERS PLC	SD3-30	Variant 200	Shorts SD3 Series 30/SD3-60 (PWC PT6)	-
SHORT BROTHERS PLC	SD3-60	Variant 200	Shorts SD3 Series 30/SD3-60 (PWC PT6)	-
SHORT BROTHERS PLC	SD3-60 SHERPA	Variant 200	Shorts SD3 Series 30/SD3-60 (PWC PT6)	-
SHORT BROTHERS PLC	SD3-SHERPA	Variant 200	Shorts SD3 Series 30/SD3-60 (PWC PT6)	-
Textron Aviation Defense LLC	Model 3000 (PM Series)		Textron Defense 3000 (PWC PT6)	Pending OSD approval.
TEXTRON AVIATION Inc.	1900	Airliner	Beech 1900 (PWC PT6)	
TEXTRON AVIATION Inc.	1900C	Airliner	Beech 1900 (PWC PT6)	
TEXTRON AVIATION Inc.	1900D	Airliner	Beech 1900 (PWC PT6)	
TEXTRON AVIATION Inc.	200C		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	200CT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	200T		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A200		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A200C		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A200CT		Beech 200 Series (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
TEXTRON AVIATION Inc.	B200		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200C		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200CGT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200CT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200GT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200T		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	300	Super King Air	Beech 300 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B300	Super King Air 350	Beech 300 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B300C	Super King Air 350 C	Beech 300 Series (PWC PT6)	
TEXTRON AVIATION Inc.	390	Premier I (RB s/n 1-101 and 103-134). Premier IA (avionics and interior upgrades s/n 102 and 135).	Beech 390 (Williams FJ44)	
TEXTRON AVIATION Inc.	65-90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-1	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-2	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-3	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-4	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90A	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90GT	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90GTi	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	E90	King Air	Beech 90 Series (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
TEXTRON AVIATION Inc.	H90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A100-1	King Air	Beech 99/100 Series (PWC PT6)	
TEXTRON AVIATION Inc.	425	Corsair / Conquest I	Cessna 425 (PWC PT6)	-
TEXTRON AVIATION Inc.	441	Conquest	Cessna 441 (Honeywell TPE331)	-
TEXTRON AVIATION Inc.	560	Citation V Citation Ultra	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	500	Citation / Citation I	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	550	Citation II	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	S550	Citation S/II C	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	501	Citation I	Cessna 501/551 (PWC JT15D)	-
TEXTRON AVIATION Inc.	551	Citation II	Cessna 501/551 (PWC JT15D)	-
TEXTRON AVIATION Inc.	510	Citation Mustang	Cessna 510 (PWC PW615)	-
TEXTRON AVIATION Inc.	525	Citation Jet (CJ) (s/n 1 – 359); Citation Jet 1 (CJ1) (s/n 360 - 599); Citation Jet1+ (CJ1+) (s/n 600 - 684 and 686 - 701); M2 (s/n 800 – and up).	Cessna 525/525A/525B (Williams FJ44)	-
TEXTRON AVIATION Inc.	525A	Citation Jet CJ2	Cessna 525/525A/525B (Williams FJ44)	-
TEXTRON AVIATION Inc.	525B	Citation Jet CJ3	Cessna 525/525A/525B (Williams FJ44)	-
TEXTRON AVIATION Inc.	525C	Citation Jet CJ4	Cessna 525C (Williams FJ44)	-
TEXTRON AVIATION Inc.	550	Citation Bravo	Cessna 550/560 (PWC PW530/535)	
TEXTRON AVIATION Inc.	560	Citation Encore Citation Encore +	Cessna 550/560 (PWC PW530/535)	
TEXTRON AVIATION Inc.	560XL	Citation Excel Citation XLS Citation XLS+	Cessna 560XL/XLS (PWC PW545)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
TEXTRON AVIATION Inc.	650	Citation III Citation VI Citation VII	Cessna 650 (Honeywell TFE731)	
TEXTRON AVIATION Inc.	680	Citation Sovereign Citation Sovereign +	Cessna 680 (PWC PW306)	-
TEXTRON AVIATION Inc.	680A	Latitude	Cessna 680 (PWC PW306)	-
TEXTRON AVIATION Inc.	700	Citation Longitude	Cessna 700 (Honeywell HTF7000)	
TEXTRON AVIATION Inc.	750	Citation X	Cessna 750 (RR AE3007C)	-
TEXTRON AVIATION Inc.	4000	Hawker 4000	Hawker 4000 (PWC PW308)	
TUPOLEV PSC	TU 204-120CE	-	Tupolev TU 204 (RR RB211)	-
Turkish Aerospace Industries, Inc. (TAI)	TT32	HÜRKUŞ	TAI TT32 (PWC PT6)	
TWIN COMMANDER AIRCRAFT Corporation	681	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	690	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	695	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	680T	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	680V	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	680W	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	690A	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER	690B	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRCRAFT Corporation				
TWIN COMMANDER AIRCRAFT Corporation	690C	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	690D	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	695A	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
TWIN COMMANDER AIRCRAFT Corporation	695B	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 400	Twin Otter	De Havilland DHC-6 (PWC PT6)	OSD approved on 28.2.2017.
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 1	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 100	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 110	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 200	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 210	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 300	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 310	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 320	Twin Otter	De Havilland DHC-6 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-7-100	-	De Havilland DHC-7 (PWC PT6)	-

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
VIKING AIR (Bombardier) (De Havilland)	DHC-7-101	-	De Havilland DHC-7 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-7-102	-	De Havilland DHC-7 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-7-103	-	De Havilland DHC-7 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-7-110	-	De Havilland DHC-7 (PWC PT6)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-7-111	-	De Havilland DHC-7 (PWC PT6)	-
VIKING AIR LIMITED	CL-215-1A10	-	Canadair CL-215 (PW R2800)	-
VIKING AIR LIMITED	CL-215-6B11 (CL-215T Variant)	-	Canadair CL-215 (PWC PW123)	-
VIKING AIR LIMITED	CL-215-6B11 (CL-415 Variant)	-	Canadair CL-415 (PWC PW123)	-
VULCANAIR	AP68TP-300 'Spartacus'	Spartacus	Vulcanair AP68TP Series (RR Corp 250)	-
VULCANAIR	AP68TP-600 'Viator'	Viator	Vulcanair AP68TP Series (RR Corp 250)	-
VULCANAIR	SF600	-	Vulcanair SF600 (RR Corp 250)	-
VULCANAIR	SF600A	-	Vulcanair SF600 (RR Corp 250)	-

STCs in GROUP 1 AEROPLANES

GROUP 1 AEROPLANES (STC)				
STC holder	**Model**	**Com. des.**	**Part-66 type rating endorsement**	**Note**
AEROSERVIS s.r.o.	L 410 UVP-E		**Let 410 (PWC PT6)**	STC not yet released.
AEROSERVIS s.r.o.	L 410 UVP-E9		**Let 410 (PWC PT6)**	STC not yet released.
AEROSERVIS s.r.o.	L 410 UVP-E20		**Let 410 (PWC PT6)**	STC not yet released.
GOMOLZIG FLUGZEUG-UND MASCHINENBAU (STC)	Dornier DO 28 D-2	-	**Dornier Do 28 (Walter M601)**	STC No 10015031
JET AVIATION AG (STC)	Fan Jet Falcon E	-	**Falcon 20E (Honeywell TFE731)**	
NEXTANT AEROSPACE L.L.C. (STC)	Beech 400A	-	**Beech 400A (Williams FJ44)**	STC No 10042353
Sierra Industries Ltd.	501	Citation	**Cessna 501 (Williams FJ44)**	STC No EASA.IM.A.S.01937
THE MONROE COMPANY, LLC (STC)	Cessna 550	-	**Cessna 550/S550 (Williams FJ 44)**	STC No 10053014
THE MONROE COMPANY, LLC (STC)	Cessna S550	-	**Cessna 550/S550 (Williams FJ 44)**	STC No 10053014

GROUP 1 HELICOPTERS

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AGUSTA	AB 204 B	-	Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	-
AGUSTA	AB 205 A-1	-	Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	-
AGUSTA	AS 61N	-	Agusta AS61N/Sikorsky S-61N (GE CT58)	-
AGUSTA	AS 61N1	-	Agusta AS61N/Sikorsky S-61N (GE CT58)	-
AIRBUS HELICOPTERS	AS 332 C	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	-
AIRBUS HELICOPTERS	AS 332 C1	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	-
AIRBUS HELICOPTERS	AS 332 L	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	-
AIRBUS HELICOPTERS	AS 332 L1	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	-
AIRBUS HELICOPTERS	AS 332 L2		Eurocopter AS 332 L2 (Turbomeca Makila 1A2)	-
AIRBUS HELICOPTERS	AS 355 E	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	-
AIRBUS HELICOPTERS	AS 355 F	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	-
AIRBUS HELICOPTERS	AS 355 F1	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	-
AIRBUS HELICOPTERS	AS 355 F2	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	-
AIRBUS HELICOPTERS	AS 355 N	Ecureuil II / TwinStar	Eurocopter AS 355 (Turbomeca Arrius 1)	-
AIRBUS HELICOPTERS	AS 355 NP	Ecureuil II / TwinStar	Eurocopter AS 355 (Turbomeca Arrius 1)	-
AIRBUS HELICOPTERS	AS 365 N3	Dauphin	Eurocopter AS 365 N3 (Turbomeca Arriel 2C)	-
AIRBUS HELICOPTERS	EC 155 B	-	Eurocopter EC 155 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS	EC 155 B1	-	Eurocopter EC 155 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS	EC 175 B	-	Eurocopter EC 175 (PWC PT6C)	-
AIRBUS HELICOPTERS	EC 225 LP	SUPER PUMA Mk II+ or LP	Eurocopter EC 225 (Turbomeca Makila 2A)	-
AIRBUS HELICOPTERS	SA 330 J	-	Eurocopter SA 330 (Turbomeca Turmo)	-
AIRBUS HELICOPTERS	SA 365 C1	Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	SA 365 C2	Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	-

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS	SA 365 C3	Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	AS 365 N2	Dauphin	Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	SA 365 N1	Dauphin	Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	SA 365 N		Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	H160 B		AIRBUS HELICOPTERS H160 (SAFRAN ARRANO 1)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P3H	-	AIRBUS HELICOPTERS EC135 P3H (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 P3H	-	AIRBUS HELICOPTERS EC135 P3H (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T3H	-	AIRBUS HELICOPTERS EC135 T3H (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T3H	-	AIRBUS HELICOPTERS EC135 T3H (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 A	-	BO 105 series (RR Corp 250)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 C	-	BO 105 series (RR Corp 250)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 D	-	BO 105 series (RR Corp 250)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 LS A-1	-	BO 105 series (RR Corp 250)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 LS A-3	-	BO 105 series (RR Corp 250)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 S	-	BO 105 series (RR Corp 250)	-

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P1 (CDS)	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P1 (CPDS)	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P2 (CPDS)	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P2+	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P3 (CPDS)	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 P2+	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 P3 (CPDS)	-	Eurocopter EC 135 (PWC PW206)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T2+	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T1 (CDS)	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T1 (CPDS)	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T2 (CPDS)	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T3 (CPDS)	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T1 (CPDS)	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T2+	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T3 (CPDS)	-	Eurocopter EC 135 (Turbomeca Arrius 2B)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 A-1	-	Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 A-3	-	Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 A-4	-	Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 B-1	-	Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 B-2	-	Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 C-1	-	Eurocopter MBB-BK 117 C1 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 C-2	EC145	Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 C-2e	EC145	Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 D-2	EC145 T2	Eurocopter MBB-BK 117 D2 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 D-2m	H145	Eurocopter MBB-BK 117 D2 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 D-3	H145	Eurocopter MBB-BK 117 D23 (Safran Arriel 2)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 D-3m	H145	Eurocopter MBB-BK 117 D23 (Safran Arriel 2)	
BELL HELICOPTER CANADA	222	-	Bell 222 (Honeywell LTS 101)	-
BELL HELICOPTER CANADA	222B	-	Bell 222 (Honeywell LTS 101)	-
BELL HELICOPTER CANADA	222U	-	Bell 222 (Honeywell LTS 101)	-
BELL HELICOPTER CANADA	230	230 Executive 230 Utility 230 EMS	Bell 230 (RR Corp 250)	-
BELL HELICOPTER CANADA	427	-	Bell 427 (PWC PW207D)	-
BELL HELICOPTER CANADA	429	-	Bell 429 (PWC PW207D)	-
BELL HELICOPTER CANADA	430	-	Bell 430 (RR Corp 250)	-
BELL HELICOPTER TEXTRON, INC.	204B	-	Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	-
BELL HELICOPTER TEXTRON, INC.	205A-1	-	Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	-
BELL HELICOPTER TEXTRON, INC.	212	-	Bell 212 / Agusta AB212 (PWC PT6)	-
BELL HELICOPTER TEXTRON, INC.	214B	-	Bell 214 (Honeywell T5508)	-
BELL HELICOPTER TEXTRON, INC.	214B-1	-	Bell 214 (Honeywell T5508)	-
BELL HELICOPTER TEXTRON, INC.	214ST	-	Bell 214ST (GE CT7)	-
BELL HELICOPTER TEXTRON, INC.	412	-	Bell 412 / Agusta AB412 (PWC PT6)	-
BELL HELICOPTER TEXTRON, INC.	412EP	-	Bell 412 / Agusta AB412 (PWC PT6)	-
ERICKSON AIR-CRANE	S-64F	-	Erickson S-64 (PW JFTD 12)	-

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
ERICKSON AIR-CRANE	S-64E		Erickson S-64 (Erickson JFTD-12)	
KAMAN AEROSPACE CORPORATION	K-1200	-	Kaman K-1200 (Honeywell T5317)	
KAMOV	Ka-32A11BC	-	Kamov Ka-32 (Klimov)	-
LEONARDO S.p.A.	A109K2	-	Agusta A109 (Turbomeca Arriel 1)	-
LEONARDO S.p.A.	A109S	Grand AW109S	Agusta A109 Series (PWC PW206/207)	-
LEONARDO S.p.A.	AW109SP	GrandNew	Agusta A109 Series (PWC PW206/207)	-
LEONARDO S.p.A.	A109N	Nexus AW109N	Agusta A109 Series (PWC PW206/207)	-
LEONARDO S.p.A.	A109E	Power AW109E	Agusta A109 Series (PWC PW206/207)	-
LEONARDO S.p.A.	A109	-	Agusta A109 Series (RR Corp 250)	-
LEONARDO S.p.A.	A109A	-	Agusta A109 Series (RR Corp 250)	-
LEONARDO S.p.A.	A109AII	-	Agusta A109 Series (RR Corp 250)	-
LEONARDO S.p.A.	A109C	-	Agusta A109 Series (RR Corp 250)	-
LEONARDO S.p.A.	A109LUH	AW109LUH	Agusta A109 Series (Turbomeca Arrius 2)	-
LEONARDO S.p.A.	A109E	Power AW109E	Agusta A109 Series (Turbomeca Arrius 2)	-
LEONARDO S.p.A.	AB139	-	Agusta AB139 / AW139 (PWC PT6)	-
LEONARDO S.p.A.	AW139	-	Agusta AB139 / AW139 (PWC PT6)	-
LEONARDO S.p.A.	EH 101-300	-	Agusta/Westland EH-101 (GE CT7)	-
LEONARDO S.p.A.	EH 101-500	-	Agusta/Westland EH-101 (GE CT7)	-
LEONARDO S.p.A.	EH 101-510	-	Agusta/Westland EH-101 (GE CT7)	-
LEONARDO S.p.A.	AW169	-	AW169 (PWC 210)	-
LEONARDO S.p.A.	AW189	-	AW189 (GE CT7)	-
LEONARDO S.p.A.	AW189	AW189K	AW189 (Safran ANETO-1K)	
LEONARDO S.p.A.	AB 212	-	Bell 212 / Agusta AB212 (PWC PT6)	-
LEONARDO S.p.A.	AB 412	-	Bell 412 / Agusta AB412 (PWC PT6)	-
LEONARDO S.p.A.	AB 412 EP	-	Bell 412 / Agusta AB412 (PWC PT6)	-

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
MD HELICOPTERS, Inc.	MD900	-	MD Helicopters MD900 (PWC PW206/207)	-
Philippine Aerospace Development Corp	P-BO 105 C	-	BO 105 series (RR Corp 250)	-
Philippine Aerospace Development Corp	P-BO 105 S	-	BO 105 series (RR Corp 250)	-
PZL ŚWIDNIK	W-3A	-	PZL Swidnik W-3A/W-3AS (Rzeszow PZL-10W)	-
PZL ŚWIDNIK	W-3AS	-	PZL Swidnik W-3A/W-3AS (Rzeszow PZL-10W)	-
SIKORSKY AIRCRAFT	S-61N	-	Agusta AS61N/Sikorsky S-61N (GE CT58)	-
SIKORSKY AIRCRAFT	S-61NM	-	Agusta AS61N/Sikorsky S-61N (GE CT58)	-
SIKORSKY AIRCRAFT	S-58BT	-	Sikorsky S-58 (PWC PT6T)	-
SIKORSKY AIRCRAFT	S-58DT	-	Sikorsky S-58 (PWC PT6T)	-
SIKORSKY AIRCRAFT	S-58ET	-	Sikorsky S-58 (PWC PT6T)	-
SIKORSKY AIRCRAFT	S-58FT	-	Sikorsky S-58 (PWC PT6T)	-
SIKORSKY AIRCRAFT	S-58HT	-	Sikorsky S-58 (PWC PT6T)	-
SIKORSKY AIRCRAFT	S-58JT	-	Sikorsky S-58 (PWC PT6T)	-
SIKORSKY AIRCRAFT	S-76A	S-76A+ S-76A++	Sikorsky S-76 (Turbomeca Arriel 1)	-
SIKORSKY AIRCRAFT	S-76A	-	Sikorsky S-76A (RR Corp 250)	-
SIKORSKY AIRCRAFT	S-76B	S-76B	Sikorsky S-76B (PWC PT6)	-
SIKORSKY AIRCRAFT	S-76C	-	Sikorsky S-76C (Turbomeca Arriel 1)	-
SIKORSKY AIRCRAFT	S-76C	S-76C+ S-76C++	Sikorsky S-76C (Turbomeca Arriel 2)	-
SIKORSKY AIRCRAFT	S-76D	-	Sikorsky S-76D (PW210S)	-
SIKORSKY AIRCRAFT	S-92A	-	Sikorsky S-92A (GE CT7-8)	-

STCs in GROUP 1 HELICOPTERS

GROUP 1 HELICOPTERS				
STC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Heli-Air Inc. (STC)	Bell 222	-	Bell 222 (RR Corp 250)	

GROUP 1 GAS AIRSHIPS (other than ELA2)

GROUP 1 GAS AIRSHIPS (other than ELA2)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	NOTE
Skyship Services	Skyship 600		Skyship (Porsche)	
Worldwide Aeros Corporation	Aeros 40B		Worldwide Aeros (Continental)	
Zeppelin Luftschifftechnik GmbH & Co KG	LZ N07-100		Zeppelin LZ N07 (Lycoming)	
Zeppelin Luftschifftechnik GmbH & Co KG	LZ N07-101		Zeppelin LZ N07 (Lycoming)	

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (other than those in Group 1)

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	Part-66 type rating endorsement	Note
AERO VODOCHODY	Ae 270	-	Aero Ae 270 (PWC PT6)	-
AIR TRACTOR, INC.	AT-302	-	Air Tractor AT-302 (Lycoming LTP101)	-
AIR TRACTOR, INC.	AT-400	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-400A	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-402	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-402A	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-402B	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-502	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-502A	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-502B	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-503	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
AIR TRACTOR, INC.	AT-503A	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIR TRACTOR, INC.	AT-602	-	Air Tractor AT-400/500/600 Series (PWC PT6)	-
ALLIED AG CAT Productions	G-164D	-	Grumman G-164 (PWC PT6)	-
ALLIED AG CAT Productions	G-164D with 73' wing gap	-	Grumman G-164 (PWC PT6)	-
EADS PZL 'WARSZAWA-OKECIE'	PZL-106 BT-601 TURBO KRUK	-	EADS PZL PZL-106 BT (Walter M601)	-
EADS PZL 'WARSZAWA-OKECIE'	PZL-106 BTU-34 TURBO KRUK	-	EADS PZL PZL-106 BTU (PWC PT6)	-
GROB Aircraft AG	G 120TP-A	-	Grob G 120TP (RR Corp 250)	-
LEONARDO S.p.A.	SF260TP	-	Aermacchi SF260 (RR M250)	ELA1
PACIFIC AEROSPACE Corporation	750XL	-	PAC 750XL (PWC PT6)	-
PILATUS AIRCRAFT	PC-6/B1-H2	-	Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/B2-H2	-	Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/B2-H4	-	Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/B-H2	-	Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/C1-H2	-	Pilatus PC-6 Series (Honeywell TPE 331)	ELA2
PILATUS AIRCRAFT	PC-6/C-H2	-	Pilatus PC-6 Series (Honeywell TPE 331)	ELA2
PILATUS AIRCRAFT	PC-6/A	-	Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A1-H2	-	Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A2-H2	-	Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A-H1	-	Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A-H2	-	Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
Quest Aircraft Design LLC	Kodiak 100		Quest Kodiak 100 (PWC PT6)	
SST FLUGTECHNIK GmbH	EA 400-500	*EXTRA 500*	Extra EA 400-500 (RR Corp 250)	-
TEXTRON AVIATION Inc.	208	*Caravan I*	Cessna 208 Series (PWC PT6)	-
TEXTRON AVIATION Inc.	208B	*Caravan II*	Cessna 208 Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-H80	-	Thrush S2R Series (GEAC H80)	-
THRUSH AIRCRAFT	600 S-2D	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2RHG-T34	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2RHG-T65	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-T11	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-T15	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-T34	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-T45	-	Thrush S2R Series (PWC PT6)	-

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	Part-66 type rating endorsement	Note
THRUSH AIRCRAFT	S2R-T65	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-T660	-	Thrush S2R Series (PWC PT6)	-
THRUSH AIRCRAFT	S2R-G1	-	Thrush S2R Series (TPE331)	-
THRUSH AIRCRAFT	S2R-G10	-	Thrush S2R Series (TPE331)	-
THRUSH AIRCRAFT	S2R-G5	-	Thrush S2R Series (TPE331)	-
THRUSH AIRCRAFT	S2R-G6	-	Thrush S2R Series (TPE331)	-
VIKING AIR (Bombardier) (De Havilland)	DHC-2 MK III (Turbo-Beaver)	*Turbo-Beaver*	De Havilland DHC-2 (PWC PT6)	-
ZLIN AIRCRAFT	Z 137 T	-	Zlin Z 37 T Series (Walter M601)	-
ZLIN AIRCRAFT	Z 37 T	-	Zlin Z 37 T Series (Walter M601)	-

STCs in SUBGROUP 2a AEROPLANES

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1) (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
AERO TWIN, Inc. (STC)	Cessna 208	*Cessna 208*	Cessna 208/208B (Honeywell TPE331)	STC No 10033295
AERO TWIN, Inc. (STC)	Cessna 208B	*Cessna 208B*	Cessna 208/208B (Honeywell TPE331)	STC No 10033295
Eichenberger Aviation AG (STC)	P210N		Cessna P210N (RR Corp 250)	ELA2. STC FAA SA1003NE LBA ref.: 0779/625b EASA ref.: 10060053
JETPROP, LLC. (STC)	PA-46-350P	*Mirage*	Piper PA-46 Pressurised (PWC PT6)	ELA2. STC Nos 10015707, 10016000.
JETPROP, LLC. (STC)	PA-46-310P		Piper PA-46 Pressurised (PWC PT6)	ELA2. STC Nos 10015707, 10016000.
SOLOY, LLC (STC)	206H	-	Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	T206H	-	Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	TU206G	-	Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	U206G	-	Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	207	-	Cessna 207 (RR Corp 250)	ELA2. STC
SOLOY, LLC (STC)	207A	-	Cessna 207 (RR Corp 250)	ELA2. STC
SOLOY, LLC (STC)	T207	-	Cessna 207 (RR Corp 250)	ELA2. STC
SOLOY, LLC (STC)	T207A	-	Cessna 207 (RR Corp 250)	ELA2. STC
SUPERVAN SYSTEMS, Ltd. (STC)	Cessna 208	*Cessna 208*	Cessna 208/208B (Honeywell TPE331)	STC No 10033267

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1) (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
SUPERVAN SYSTEMS, Ltd. (STC)	Cessna 208B	*Cessna 208B*	Cessna 208/208B (Honeywell TPE331)	STC No 10033267
Tradewind Turbines/Soloy (STC)	Beech A36		Beech 36 Series (RR Corp 250)	ELA2. STC LBA ref.: SA 1034. FAA STC SA3523NM.
Tradewind Turbines/Soloy (STC)	Beech A36TC		Beech 36 Series (RR Corp 250)	ELA2. STC LBA ref.: SA 1034. FAA STC SA3523NM.
Turbine Conversions, LTD (STC)	206		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	206H		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	T206H		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206F		Cessna 206 (PWC PT6)	ELA2. STC No 10061949

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1) (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
Turbine Conversions, LTD (STC)	TU206G		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206F		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206G		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
WEST PACIFIC AIR, LLC (STC)	B36TC	-	Beech 36TC (PWC PT6)	ELA2. STC No 10030059

SUBGROUP 2b: SINGLE TURBINE ENGINE HELICOPTERS (other than those in Group 1)

SUBGROUP 2b: SINGLE TURBINE ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS	AS 350 D	-	Eurocopter AS 350 (Lycoming LTS101)	-
AIRBUS HELICOPTERS	AS 350 B	*Écureuil*	Eurocopter AS 350 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	AS 350 B1	*Écureuil*	Eurocopter AS 350 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	AS 350 B2	*Écureuil*	Eurocopter AS 350 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	AS 350 BA	*Écureuil*	Eurocopter AS 350 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	AS 350 BB	*Écureuil*	Eurocopter AS 350 (Turbomeca Arriel 1)	-
AIRBUS HELICOPTERS	AS 350 B3	*Écureuil*	Eurocopter AS 350 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS	EC 120 B	*Colibri*	Eurocopter EC 120 (Turbomeca Arrius 2F)	-
AIRBUS HELICOPTERS	EC 130 B4	-	Eurocopter EC 130 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS	EC 130 T2	-	Eurocopter EC 130 (Turbomeca Arriel 2)	-
AIRBUS HELICOPTERS	SA 315 B	*Alouette III Lama*	Eurocopter SA 315B (Turbomeca Artouste)	-

SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS	SA 316 B	*Alouette III*	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	-
AIRBUS HELICOPTERS	SA 316 C	*Alouette III*	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	-
AIRBUS HELICOPTERS	SE 3160	*Alouette III*	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	-
AIRBUS HELICOPTERS	SA 318 B	*Alouette Astazou*	Eurocopter SA 318 (Turbomeca Astazou)	-
AIRBUS HELICOPTERS	SA 318 C	*Alouette Astazou*	Eurocopter SA 318 (Turbomeca Astazou)	-
AIRBUS HELICOPTERS	SA 3180	*Alouette Astazou*	Eurocopter SA 318 (Turbomeca Astazou)	-
AIRBUS HELICOPTERS	SA 319 B	*Alouette III*	Eurocopter SA 319 (Turbomeca Astazou XIV)	-
AIRBUS HELICOPTERS	SA 341 G	*Gazelle*	Eurocopter SA 341 (Turbomeca Astazou)	-
AIRBUS HELICOPTERS	SA 342 J	*Gazelle*	Eurocopter SA 342 J (Turbomeca Astazou XIV)	-
BELL HELICOPTER CANADA	407	-	Bell 407 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206A	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206A-1	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206B	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206L	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206L-1	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206L-3	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	206L-4	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
BELL HELICOPTER TEXTRON CANADA LIMITED	505		Bell 505 (Safran Arrius 2R)	
LEONARDO S.p.A.	A119	*Koala*	Agusta A119/ Agusta AW119MkII (PWC PT6)	-
LEONARDO S.p.A.	AW119MkII	*Koala enhanced AW119Ke*	Agusta A119/ Agusta AW119MkII (PWC PT6)	-
LEONARDO S.p.A.	AB206 A	-	Agusta AB206 / Bell 206 (RR Corp 250)	-

SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
LEONARDO S.p.A.	AB206 B	-	Agusta AB206 / Bell 206 (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369D	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369E	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369FF	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369H	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369HE	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369HM	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	369HS	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	600N	*HU60*	MD Helicopters 500N/600N AMD500N (RR Corp 250)	-
MD HELICOPTERS INC. (MDHI)	500N	-	MD Helicopters 500N/600N AMD500N (RR Corp 250)	-
Mecaer Aviation Group	NH-500D	-	MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	-
Mecaer Aviation Group	NH-AMD500N	-	MD Helicopters 500N/600N AMD500N (RR Corp 250)	-
PZL-ŚWIDNIK	SW-4	-	PZL SW-4 (RR Corp 250)	-
ROBINSON HELICOPTER COMPANY	R 66	-	Robinson R66 (RR Corp 250)	-
Schweizer RSG LLC	269D	-	Schweizer 269D (RR Corp 250)	-
THE ENSTROM HELICOPTER CORPORATION	480	-	Enstrom 480 (RR Corp 250)	-
THE ENSTROM HELICOPTER CORPORATION	480B	-	Enstrom 480 (RR Corp 250)	-

SUBGROUP 2c: SINGLE PISTON ENGINE HELICOPTERS (other than those in Group 1)

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Comm. Des.	Part-66 type rating endorsement	Note
ANTARES INTERNATIONAL (Aircraft with SAS)	SH-4	-	Silvercraft SH-4 (Franklin)	
BRANTLY INTERNATIONAL, INC.	B-2	*Military YHO 3BR*	Brantly B2 (Lycoming)	
BRANTLY INTERNATIONAL, INC.	305	-	Brantly B2 (Lycoming)	-

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Comm. Des.	Part-66 type rating endorsement	Note
BRANTLY INTERNATIONAL, INC.	B-2A	-	Brantly B2 (Lycoming)	-
BRANTLY INTERNATIONAL, INC.	B-2B	-	Brantly B2 (Lycoming)	-
HELICOPTÈRES GUIMBAL	CABRI G2	*Cabri*	Cabri G2 (Lycoming)	-
Mecaer Aviation Group	NH-300C	*Model 300C*	Mecaer 269/300 (Lycoming)	-
ROBINSON HELICOPTER COMPANY	R-22	-	Robinson R22/R44 Series (Lycoming)	-
ROBINSON HELICOPTER COMPANY	R-44	*Astro Raven*	Robinson R22/R44 Series (Lycoming)	-
ROBINSON HELICOPTER COMPANY	R22 Alpha	-	Robinson R22/R44 Series (Lycoming)	-
ROBINSON HELICOPTER COMPANY	R22 Beta	-	Robinson R22/R44 Series (Lycoming)	-
ROBINSON HELICOPTER COMPANY	R22 Mariner	-	Robinson R22/R44 Series (Lycoming)	-
ROBINSON HELICOPTER COMPANY	R44 II	*Raven II*	Robinson R22/R44 Series (Lycoming)	-
SIKORSKY AIRCRAFT	S-58B	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58C	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58D	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58E	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58F	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58G	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58H	-	Sikorsky S-58 (Wright Cyclone)	-
SIKORSKY AIRCRAFT	S-58J	-	Sikorsky S-58 (Wright Cyclone)	-
Schweizer RSG LLC	269A	*Model 300C*	Schweizer 269/300 (Lycoming)	-
Schweizer RSG LLC	269B	*Model 300C*	Schweizer 269/300 (Lycoming)	-
Schweizer RSG LLC	269C	*Model 300C*	Schweizer 269/300 (Lycoming)	-
Schweizer RSG LLC	269C-1	*Model 300C*	Schweizer 269/300 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	280	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	280C	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	280F	-	Enstrom F-28/280 (Lycoming)	-

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Comm. Des.	Part-66 type rating endorsement	Note
THE ENSTROM HELICOPTER CORPORATION	280FX	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	F-28A	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	F-28C	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	F-28C-2	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	F-28F	-	Enstrom F-28/280 (Lycoming)	-
THE ENSTROM HELICOPTER CORPORATION	F-28F-R	-	Enstrom F-28/280 (Lycoming)	-

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AD Holdings, Inc	T-211	*Metal*	Thorp T-211 (Continental)	ELA1	X	
AD Holdings, Inc	T-211	*Metal*	Thorp T-211 (Jabiru)	ELA1	X	
AERO Sp.z.o.o	AT-3 R100	*Metal*	Aero AT-3 (Rotax)	ELA1	X	
AEROCLUBUL ROMANIEI	IAR-46	*Metal*	IAR-46 (Rotax)	ELA1	X	
AEROCLUBUL ROMANIEI	IAR-46S	*Metal*	IAR-46 (Rotax)	ELA1	X	
Aerospool, spol. s r. o.	Club	*Composite*	Aerospool Club (Rotax)	ELA1	X	
AEROSTAR AIRCRAFT Corporation	PA-60-601P (Aerostar 601P)	*Metal + Pressurised*	Piper PA-60/61 Pressurised (Lycoming)	-		X
AEROSTAR AIRCRAFT Corporation	PA-60-602P (Aerostar 602P)	*Metal + Pressurised*	Piper PA-60/61 Pressurised (Lycoming)	-		X
AEROSTAR AIRCRAFT Corporation	PA-60-700P (Aerostar 700P)	*Metal + Pressurised*	Piper PA-60/61 Pressurised (Lycoming)	-		X
AEROSTAR AIRCRAFT Corporation	PA-60-600 (Aerostar 600)	*Metal*	Piper PA-60/61 Series (Lycoming)	-		X
AEROSTAR AIRCRAFT Corporation	PA-60-601 (Aerostar 601)	*Metal*	Piper PA-60/61 Series (Lycoming)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AIR TRACTOR, INC.	AT-250	*Metal*	Air Tractor AT-250/300 (PW R985)	-		X
AIR TRACTOR, INC.	AT-300	*Metal*	Air Tractor AT-250/300 (PW R985)	-		X
AIR TRACTOR, INC.	AT-301	*Metal*	Air Tractor AT-301/401/501 (PW R1340)	-		X
AIR TRACTOR, INC.	AT-401	*Metal*	Air Tractor AT-301/401/501 (PW R1340)	-		X
AIR TRACTOR, INC.	AT-401B	*Metal*	Air Tractor AT-301/401/501 (PW R1340)	-		X
AIR TRACTOR, INC.	AT-501	*Metal*	Air Tractor AT-301/401/501 (PW R1340)	-		X
AIR TRACTOR, INC.	AT-401A	*Metal*	Air Tractor AT-401 (PZL-3S)	-		X
AIRBUS DEFENCE AND SPACE GmbH	Bölkow 207	*Wood*	Bölkow BO 207 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow 207T	*Wood*	Bölkow BO 207 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 208 C Junior	*Metal*	Bölkow BO 208 (Continental)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow Junior	*Metal*	Bölkow BO 208 (Continental)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 209 S	*Metal*	Bölkow BO 209 (Continental)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 209 Monsun	*Metal*	Bölkow BO 209 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	223 A1	*Metal*	SIAT 223 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	223 K1	*Metal*	SIAT 223 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	223 V	*Metal*	SIAT 223 (Lycoming)	ELA1	X	
AIRCRAFT Design and Certification	D4 Fascination	*Composite*	(WD) D4 Fascination (Rotax)	ELA1	X	
AIRCRAFT INDUSTRIES	L-200 A	*Metal*	Let L 200 (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	L-200 D	*Metal*	Let L 200 (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	Z-37-2	*Metal tubing Fabric*	Let Z-37 Series (LOM)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AIRCRAFT INDUSTRIES	Z-37A	Metal tubing Fabric	Let Z-37 Series (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	Z-37A-2	Metal tubing Fabric	Let Z-37 Series (LOM)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-30	Wood + Metal tubing Fabric	Bellanca 17-30 (Continental)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-30A	Wood + Metal tubing Fabric	Bellanca 17-30 (Continental)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31A	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31ATC	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31TC	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B with 73' wing gap	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B-15T	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B-20T	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B-34T	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (Jacobs)	ELA2	X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (PW-R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164A	Metal	Grumman G-164 (PW-R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B	Metal	Grumman G-164 (PW-R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B with 73' wing gap	Metal	Grumman G-164 (PW-R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B-15T	Metal	Grumman G-164 (PW-R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B-20T	Metal	Grumman G-164 (PW-R Series)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ALLIED AG CAT Productions	G-164B-34T	*Metal*	Grumman G-164 (PW-R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164C	*Metal*	Grumman G-164 (PW-R Series)	ELA2	X	
ALPHA AVIATION	HR 200-100	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-100 S	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-120	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-120 B	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-160	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2100	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2100A	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2112	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2120U	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2160	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2160D	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2160i	*Metal*	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCAA	*Wood + Metal tubing Fabric*	Champion 7 (Superior)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCBC (180HP)	*Wood + Metal tubing Fabric*	Champion 7 (Superior)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7ECA	*Wood + Metal tubing Fabric*	Champion 7 (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCAA	*Wood + Metal tubing Fabric*	Champion 7 (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCBC (160HP)	*Wood + Metal tubing Fabric*	Champion 7 (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	8GCBC	*Wood + Metal tubing Fabric*	Champion 8 Series (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	8KCAB	*Wood + Metal tubing Fabric*	Champion 8 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AQUILA Aviation by Excellence AG	AQUILA AT01	*Composite*	Aquila AT01 (Rotax)	ELA1	X	
AQUILA Aviation by Excellence AG	AQUILA AT01-100	*Composite*	Aquila AT01 (Rotax)	ELA1	X	
AQUILA Aviation by Excellence AG	AQUILA AT01-200	*Composite*	Aquila AT01 (Rotax)	ELA1	X	
AUGUSTAIR, INC.	VARGA 2180	*Metal*	Varga (Lycoming)	ELA1	X	
AUGUSTAIR, INC.	VARGA 2150A	*Metal*	Varga (Lycoming)	ELA1	X	
AUGUSTAIR, INC.	VARGA 2150	*Metal*	Varga (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1	*Metal*	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1A	*Metal*	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1B	*Metal*	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1C-180	*Metal*	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-1S	*Wood + Metal tubing Fabric*	Pitts S-1 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2A	*Wood + Metal tubing Fabric*	Pitts S-2 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2B	*Wood + Metal tubing Fabric*	Pitts S-2 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2C	*Wood + Metal tubing Fabric*	Pitts S-2 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2S	*Wood + Metal tubing Fabric*	Pitts S-2 Series (Lycoming)	ELA1	X	
BEECHCRAFT Corporation	19A	*Metal*	Beech 19 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	B19	*Metal*	Beech 19 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	M19A	*Metal*	Beech 19 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	23	*Metal*	Beech 23 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	A23-19	*Metal*	Beech 23 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	A23-24	*Metal*	Beech 23 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	B23	*Metal*	Beech 23 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	C23	*Metal*	Beech 23 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BEECHCRAFT Corporation	A24	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	A24R	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	B24R	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	C24R	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	B50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	C50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	D50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	D50A	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	D50B	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	D50C	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	D50E	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	D50E-5990	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	E50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	F50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	G50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	H50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	J50	Metal	Beech 50 Series (Lycoming)	-		X
BEECHCRAFT Corporation	58P	Metal + Pressurised	Beech 58P (Continental)	-		X
BEECHCRAFT Corporation	58PA	Metal + Pressurised	Beech 58P (Continental)	-		X
BEECHCRAFT Corporation	58TC	Metal	Beech 58TC (Continental)	-		X
BEECHCRAFT Corporation	58TCA	Metal	Beech 58TC (Continental)	-		X
BEECHCRAFT Corporation	60	Metal	Beech 60 Series (Lycoming)	-		X
BEECHCRAFT Corporation	A60	Metal	Beech 60 Series (Lycoming)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BEECHCRAFT Corporation	B60	*Metal*	Beech 60 Series (Lycoming)	-		X
BEECHCRAFT Corporation	76	*Metal*	Beech 76 (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	77	*Metal*	Beech 77 (Lycoming)	ELA2	X	
BEECHCRAFT Corporation	A23	*Metal*	Beech A23 (Continental)	ELA2	X	
BEECHCRAFT Corporation	A23A	*Metal*	Beech A23 (Continental)	ELA2	X	
BERIEV	Be 103	*Metal*	Beriev Be 103 (Continental)	-		X
Bernd Hager/Anatoli Stobbe GbR	R 90-230RG	*Composite*	Ruschmeyer R90-230RG (Lycoming)	ELA2	X	
BLACKSHAPE S.p.A.	BS 115	*Composite*	Blackshape BS 115/BK 160 (Lycoming)	ELA1	X	
BLACKSHAPE S.p.A.	BK 160	*Composite*	Blackshape BS 115/BK 160 (Lycoming)	ELA1	X	
BLACKSHAPE S.p.A.	BK 160-200	*Composite*	Blackshape BS 115/BK 160 (Lycoming)	ELA1	X	
BLACKSHAPE S.p.A.	BK 160TR	*Composite*	Blackshape BS 115/BK 160 (Lycoming)	ELA1	X	
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III	*Metal*	Britten-Norman BN.2A Mark III (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III-1	*Metal*	Britten-Norman BN.2A Mark III (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III-2	*Metal*	Britten-Norman BN.2A Mark III (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III-3	*Metal*	Britten-Norman BN.2A Mark III (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-2	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-20	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-21	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-26	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-27	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-3	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-6	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
B-N GROUP Ltd. (Britten-Norman)	BN2A-7	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-8	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2A-9	*Metal*	Britten-Norman BN2A Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2B-20	*Metal*	Britten-Norman BN2B Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2B-21	*Metal*	Britten-Norman BN2B Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2B-26	*Metal*	Britten-Norman BN2B Series (Lycoming)	-		X
B-N GROUP Ltd. (Britten-Norman)	BN2B-27	*Metal*	Britten-Norman BN2B Series (Lycoming)	-		X
Breezer Aircraft GmbH & Co. KG	B600	*Metal*	Breezer B600 (Rotax)	ELA1	X	
BRM Aero s.r.o.	Bristell B23	*Metal*	Bristell B23 (Rotax)	ELA1	X	
BRM Aero s.r.o.	Bristell B23-915	*Metal*	Bristell B23 (Rotax)	ELA1	X	
CEAPR	CAP10	*Wood*	CAP 10 (Lycoming)	ELA1	X	
CEAPR	CAP10B	*Wood*	CAP 10 (Lycoming)	ELA1	X	
CEAPR	CAP20	*Wood*	CAP 20/21 (Lycoming)	ELA1	X	
CEAPR	CAP20L/S200	*Wood*	CAP 20/21 (Lycoming)	ELA1	X	
CEAPR	CAP21	*Wood*	CAP 20/21 (Lycoming)	ELA1	X	
CEAPR	CAP231	*Wood*	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	CAP231EX	*Composite + Wood*	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	CAP232	*Composite + Wood*	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	CAP230	*Wood*	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	ATL	*Wood + Composite*	Robin ATL / ATL S (JPX 4T60)	ELA1	X	
CEAPR	ATL S	*Wood + Composite*	Robin ATL / ATL S (JPX 4T60)	ELA1	X	
CEAPR	ATL L	*Wood + Composite*	Robin ATL L (Limbach L2000)	ELA1	X	
CEAPR	DR 200	*Wood*	Robin DR 200 series (Potez)	ELA1	X	
CEAPR	DR 220	*Wood*	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 220 A	*Wood*	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 220 AB	*Wood*	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 220 B	*Wood*	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 221	*Wood*	Robin DR 221 series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CEAPR	DR 221 B	Wood	Robin DR 221 series (Lycoming)	ELA1	X	
CEAPR	DR 250	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 250 B	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 250 B-160	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 250-160	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 253	Wood	Robin DR 253 series (Lycoming)	ELA1	X	
CEAPR	DR 253 B	Wood	Robin DR 253 series (Lycoming)	ELA1	X	
CEAPR	DR 300/108	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/120	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/125	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/140	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/180 R	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 315	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 340	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 360	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 380	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 400/125 i	Wood	Robin DR 400 series (Continental)	ELA1	X	
CEAPR	DR 400/200 I	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/100	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/120	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/120 A	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/120 D	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/125	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/140	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/140 B	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/160	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/160 D	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/180	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/180 R	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/180 S	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/2+2	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/200 R	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/500	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/NGL	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/RP	Wood	Robin DR 400RP (Porsche)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CEAPR	HR 100-210	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-210 D	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-285 C	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-285 TIARA	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-200	Metal	Robin HR 100 series (Lycoming)	ELA1	X	
CEAPR	HR 100-200 B	Metal	Robin HR 100 series (Lycoming)	ELA1	X	
CEAPR	HR 100-250 TR	Metal	Robin HR 100 series (Lycoming)	ELA1	X	
CEAPR	R 1180 T	Metal	Robin R 1180 series (Lycoming)	ELA1	X	
CEAPR	R 1180 TD	Metal	Robin R 1180 series (Lycoming)	ELA1	X	
CEAPR	R 3000/100	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/120	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/120 D	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/140	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/160	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/160 S	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/180	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F177RG	Metal	Cessna 177 Series (Lycoming)	ELA2	X	
CESSNA AIRCRAFT Company	F150F	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150G	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150H	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150J	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150K	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150L	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150M	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FA150K	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FA150L	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FA150M	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CESSNA AIRCRAFT Company	FRA150L	*Metal*	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FRA150M	*Metal*	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F152	*Metal*	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	FA152	*Metal*	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172D	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172E	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172F	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172G	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172H	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172K	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FP172D	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FR172E	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172F	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172G	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172H	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172J	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172K	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	F172L	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172M	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172N	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172P	*Metal*	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F182P	*Metal*	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	F182Q	*Metal*	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR182	*Metal*	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CESSNA AIRCRAFT Company	F337E	*Metal*	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
CESSNA AIRCRAFT Company	F337F	*Metal*	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
CESSNA AIRCRAFT Company	F337G	*Metal*	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
CESSNA AIRCRAFT Company	F337H	*Metal*	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
CESSNA AIRCRAFT Company	FT337E	*Metal*	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
CESSNA AIRCRAFT Company	FT337F	*Metal*	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
CESSNA AIRCRAFT Company	FT337GP	*Metal + Pressurised*	Cessna/Reims-Cessna 337 Series (Continental) (pressurised)	-		X
CESSNA AIRCRAFT Company	FT337HP	*Metal + Pressurised*	Cessna/Reims-Cessna 337 Series (Continental) (pressurised)	-		X
CIRRUS Design Corporation	SR20	*Composite*	Cirrus SR20 / SR22 / SR22T Series (Lycoming)	ELA2	X	
CIRRUS Design Corporation	SR20	*Composite*	Cirrus SR20 / SR22 / SR22T Series (Continental)	ELA2	X	
CIRRUS Design Corporation	SR22	*Composite*	Cirrus SR20 / SR22 / SR22T Series (Continental)	ELA2	X	
CIRRUS Design Corporation	SR22T	*Composite*	Cirrus SR20 / SR22 / SR22T Series (Continental)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	112	*Metal*	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	112B	*Metal*	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	112TC	*Metal*	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	112TCA	*Metal*	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	114	*Metal*	Commander 114 (Lycoming)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	114A	*Metal*	Commander 114 (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
COMMANDER PREMIER AIRCRAFT CO.	114B	*Metal*	Commander 114 (Lycoming)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	114TC	*Metal*	Commander 114 (Lycoming)	ELA2	X	
CUB CRAFTERS, Inc.	CC19-180	*Metal tubing Fabric*	Cub Crafters 19-180 (Lycoming)	ELA1	X	
Czech Sport Aircraft a.s.	PS-28 Cruiser	*Metal*	Czech Sport PS-28 (Rotax)	ELA1	X	
Czech Sport Aircraft a.s.	PS-28 N Cruiser	*Composite + Metal*	Czech Sport PS-28 (Rotax)	ELA1	X	
DAHER AEROSPACE	MS 880 B	*Metal*	SOCATA MS 880/885 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 880 B-D	*Metal*	SOCATA MS 880/885 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 885	*Metal*	SOCATA MS 880/885 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 881	*Metal*	SOCATA MS 881 (Potez)	ELA1	X	
DAHER AEROSPACE	MS 884	*Metal*	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 894 A	*Metal*	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 894 C	*Metal*	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 894 E	*Metal*	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 890 A	*Metal*	SOCATA MS 890 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 890 B	*Metal*	SOCATA MS 890 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 883	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 886	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 887	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 A.150	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 B.150	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 E.150	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 E-D.150	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 A	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DAHER AEROSPACE	MS 893 B	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 E	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 E D	*Metal*	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 S	*Metal*	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 S D	*Metal*	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 ST	*Metal*	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 ST D	*Metal*	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 110 ST	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 ST	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 ST D	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 SV	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 SVS	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 T	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 T D	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 180 T	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 180 T D	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 180 TS	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 A	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 C	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 E	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 E D	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 F	*Metal*	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	TB 10	*Metal*	SOCATA TB Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	TB 20	*Metal*	SOCATA TB Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DAHER AEROSPACE	TB 200	*Metal*	SOCATA TB Series (Lycoming)	ELA2	X	
DAHER AEROSPACE	TB 21	*Metal*	SOCATA TB Series (Lycoming)	ELA2	X	
DAHER AEROSPACE	TB 9	*Metal*	SOCATA TB Series (Lycoming)	ELA2	X	
DE HAVILLAND Support (Aircraft with SAS)	Beagle series 1.	*Metal*	Beagle B.121 series 1 (Continental)	ELA1	X	
DE HAVILLAND Support (Aircraft with SAS)	Beagle series 2/3.	*Metal*	Beagle B.121 series 2/3 (Lycoming)	ELA1	X	
DECOURT (Aircraft with SAS)	DMS 884-1	*Wood*	Decourt DMS 884 (Franklin)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 42 M-NG	*Composite*	Diamond DA42 Series (Austro Engine)	ELA2. MTOM >2T with MÄM 42-659 and MÄM 42-678 and OÄM 42-260. Ref.: TCDS	X	
DIAMOND AIRCRAFT Industries	DA 42 NG	*Composite*	Diamond DA42 Series (Austro Engine)	ELA2. MTOM >2T with MÄM 42-659 and MÄM 42-678 and OÄM 42-260. Ref.: TCDS	X	
DIAMOND AIRCRAFT Industries	DA 42	*Composite*	Diamond DA42 Series (Technify)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA 42 M	*Composite*	Diamond DA42 Series (Technify)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA20-C1	*Composite*	Diamond DA20 (Continental)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA20-A1	*Composite*	Diamond DA20/DV20 (Rotax)	ELA1	X	
DIAMOND AIRCRAFT Industries	DV 20	*Composite*	Diamond DA20/DV20 (Rotax)	ELA1	X	
DIAMOND AIRCRAFT Industries	DV 20 E	*Composite*	Diamond DA20/DV20 (Rotax)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 40 NG	*Composite*	Diamond DA40 (Austro Engine)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DIAMOND AIRCRAFT Industries	DA 40	*Composite*	Diamond DA40 (Lycoming)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 40 F	*Composite*	Diamond DA40 (Lycoming)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 40 D	*Composite*	Diamond DA40 D (Technify)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 50 C	*Composite*	Diamond DA50 (Continental)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA 62	*Composite*	Diamond DA62 (Austro Engine)	-		X
DYNAC AEROSPACE Corporation	Aero Commander 100	*Metal*	Aerocommander 100 (Lycoming)	ELA1	X	
E.I.S Aircraft GmbH	RS 180	*Wood + Composite*	RS 180 (Lycoming)	ELA1	X	
E.I.S. HOLDING GmbH	RS 180	*Wood + Composite*	Sportavia Putzer RS180 (Lycoming)	ELA1	X	
EADS PZL 'WARSZAWA-OKECIE' (Aircraft with SAS)	PZL 106 series	*Metal*	PZL 106 Series (PZL)	-		X
EVEKTOR	EV 97 VLA	*Metal*	Evektor EV 97 (Rotax)	ELA1	X	
EVEKTOR	SportStar RTC	*Metal*	SportStar RTC (Rotax)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300/200	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300/L	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300/LC	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300/LT	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300/S	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EA 300/SC	*Composite*	Extra EA 300 Series (Lycoming)	ELA1	X	
Extra Aerobatic Aircraft GmbH	EXTRA NG	*Composite*	Extra NG (Lycomimg)	ELA1	X	
FFT GYROFLUG (Aircraft with SAS)	SC01 Series	Composite	SC01 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
Flight Design general aviation GmbH	F2 CS23	*Composite*	F2 CS23 (Rotax)	ELA1	X	
Flight Design general aviation GmbH	CTLS ELA	Composite	CTLS ELA (Rotax)	ELA1	X	
FLS AEROSPACE (Aircraft with SAS)	Club Sprint Sprint 160	Metal	Club Sprint/Sprint 160 (Lycoming)	ELA1	X	
FLS AEROSPACE (Aircraft with SAS)	OA7 Series	Metal	OA7 Optica Series (Lycoming)	ELA2	X	
FUJI Heavy Industries	FA 200 160	Metal	Fuji FA 200 Series (Lycoming)	ELA1	X	
FUJI Heavy Industries	FA 200 180	Metal	Fuji FA 200 Series (Lycoming)	ELA1	X	
FUJI Heavy Industries	FA 200 180AO	Metal	Fuji FA 200 Series (Lycoming)	ELA1	X	
GA8 Airvan Pty Ltd	GA8	Metal	Gippsland GA8 (Lycoming)	ELA2	X	
GA8 Airvan Pty Ltd	GA8 TC 320	Metal	Gippsland GA8 (Lycoming)	ELA2	X	
Game Composite LLC	GB1 GameBird	Composite	GameBird1 (Lycoming)	ELA1	X	
GARDAN (Aircraft with SAS)	GY80 Series	Metal	Gardan GY 80 (Lycoming)	ELA1	X	
GENERAL AVIA Costruzioni Aeronautiche (Aircraft with SAS)	F.20 Pegaso	Metal	General Avia F.20 Series (Continental)	-		X
GENERAL AVIA Costruzioni Aeronautiche (Aircraft with SAS)	F.22 series	Metal	General Avia F.22 (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG UND MASCHINENBAU GmbH	AS202/15	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG UND MASCHINENBAU GmbH	AS202/15 1	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG UND MASCHINENBAU GmbH	AS202/18A	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG UND	AS202/18A1	Metal	AS202 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
MASCHINENBAU GmbH						
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A2	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A3	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A4	Metal	AS202 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115A	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115B	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115C	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115C2	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115D	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115D2	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115E	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115EG	Composite	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115TA	Composite	Grob G115/120 Series (Lycoming)	ELA2	X	
GROB Aircraft AG	G 120A	Composite	Grob G115/120 Series (Lycoming)	ELA2	X	
GROB Aircraft AG	G 120A-I	Composite	Grob G115/120 Series (Lycoming)	ELA2	X	
Hoffmann GmbH & Co. KG	H 40	Composite	H 40 (Lycoming)	ELA1	X	
INSTYTUT LOTNICTWA	I-23 'Manager'	Composite	Instytut Lotnictwa I-23 Manager (Lycoming)	ELA1	X	
INTERCEPTOR AIRCRAFT Corporation	200D	Metal	Aerocommander 200 (Continental)	ELA2	X	
ISSOIRE AVIATION	APM 20	Composite	Issoire APM 20/30 (Rotax)	ELA1	X	
ISSOIRE AVIATION	APM 30	Composite	Issoire APM 20/30 (Rotax)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ISSOIRE AVIATION	APM 40	Composite	Issoire APM 40 (Continental)	ELA1	X	
ISSOIRE AVIATION	APM41	*Composite*	Issoire APM 40 (Rotax)	ELA1	X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25	*Metal tubing Fabric*	Piper PA-25 Series (Lycoming)	ELA2	X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25-235	*Metal tubing Fabric*	Piper PA-25 Series (Lycoming)	ELA2	X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25-260	*Metal tubing Fabric*	Piper PA-25 Series (Lycoming)	ELA2	X	
LEONARDO S.p.A.	F260	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260B	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260C	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260D	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260E	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260F	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	S205-22/R	Metal	SIAI-Marchetti S.205 (Franklin)	ELA2	X	
LEONARDO S.p.A.	S205-18/F	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA1	X	
LEONARDO S.p.A.	S205-18/R	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA1	X	
LEONARDO S.p.A.	S205-20/F	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LEONARDO S.p.A.	S205-20/R	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LEONARDO S.p.A.	S208	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LEONARDO S.p.A.	S208A	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LIBERTY AEROSPACE Incorporated	XL-2	Composite	Liberty XL-2 (Continental)	ELA1	X	
Light Wing AG	LightWing AC4	Metal tubing Fabric	Lightwing AC4 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A.	Sky Arrow 600 Sport	Composite	III Sky Arrow 600 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE	Sky Arrow 650 TC	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
INDUSTRIALI ITALIANE)						
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCN	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCNS	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCS	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 710 RG	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	Bee Dee M-4	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-210	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-210C	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4C	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4S	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4T	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-220	Metal tubing Fabric	Maule M4 (Franklin)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-220C	Metal tubing Fabric	Maule M4 (Franklin)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
MAULE AEROSPACE TECHNOLOGY	M-4-220S	Metal tubing Fabric	Maule M4 (Franklin)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-180V	Metal tubing Fabric	Maule M4 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-5-180C	Metal tubing Fabric	Maule M5 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-5-210C	Metal tubing Fabric	Maule M5 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-5-235C	Metal tubing Fabric	Maule M5 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-6-235	Metal tubing Fabric	Maule M6 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-7-235	Metal tubing Fabric	Maule M7 Series (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-7-235B	Metal tubing Fabric	Maule M7 Series (Lycoming)	ELA2	X	
MAULE AEROSPACE TECHNOLOGY	MT-7-235	Metal tubing Fabric	Maule M7 Series (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MT-7-235C	Metal tubing Fabric	Maule M7 Series (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-160	Metal + Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180	Metal + Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180A	Metal + Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180B	Metal + Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
				tubing with fabric.		
MAULE AEROSPACE TECHNOLOGY	MX-7-180C	Metal + Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-235	Metal + Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-160	Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-180	Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-180A	Metal tubing Fabric	Maule MX-7 (Lycoming)	ELA1	X	
MOONEY AIRPLANE Company	M20K	Metal	Mooney M20 (Continental)	ELA2	X	
MOONEY AIRPLANE Company	M20R	Metal	Mooney M20 (Continental)	ELA2	X	
MOONEY AIRPLANE Company	M20S	Metal	Mooney M20 (Continental)	ELA2	X	
MOONEY AIRPLANE Company	M20	Metal + Wood	Mooney M20/M20A (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20A	Metal + Wood	Mooney M20/M20A (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20B	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20C	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20D	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20E	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
MOONEY AIRPLANE Company	M20F	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20G	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20J	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20M	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M22	Metal	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20L	Metal	Mooney M20L (Porsche)	ELA2	X	
OMA SUD SPA Sky Technologies	SKYCAR	Metal	SKYCAR (Lycoming)	ELA2	X	
PIAGGIO Aero Industries	P.166	Metal	Piaggio P166 (Lycoming)	-		X
PIAGGIO Aero Industries	P.166 B	Metal	Piaggio P166 (Lycoming)	-		X
PIAGGIO Aero Industries	P.166 C	Metal	Piaggio P166 (Lycoming)	-		X
PIAGGIO Aero Industries	P.166 DL3	Metal	Piaggio P166 (Lycoming)	-		X
PIAGGIO Aero Industries	P.166 S	Metal	Piaggio P166 (Lycoming)	-		X
PILATUS AIRCRAFT	PC-6	Metal	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6/350	Metal	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6/350-H1	Metal	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6/350-H2	Metal	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6-H1	Metal	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6-H2	Metal	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PIPER AIRCRAFT	PA-23-235	Metal	Piper PA-23 Aztec (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-23-250	Metal	Piper PA-23 Aztec (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-E23-250	Metal	Piper PA-23 Aztec (Lycoming)	-		X
PIPER AIRCRAFT	PA-24	Metal	Piper PA-24 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-24-250	Metal	Piper PA-24 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-24-260	Metal	Piper PA-24 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PIPER AIRCRAFT	PA-24-400	Metal	Piper PA-24 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28-201T (Turbo Dakota)	Metal	Piper PA-28 Series (Continental)	ELA1	X	
PIPER AIRCRAFT	PA-28R-201T (Turbo Arrow III)	Metal	Piper PA-28 Series (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-28RT-201T (Turbo Arrow IV)	Metal	Piper PA-28 Series (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-28-140 (Cherokee Cruiser)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-150 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-151 (Cherokee Warrior)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-160 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-161	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-161 (Warrior II)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-161 (Warrior III)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-180 (Archer)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-180 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-181 (Archer II)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-181 (Archer III)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-235 (Cher. Pathfinder)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28-236 (Dakota)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28R-180 (Arrow)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28R-200 (Arrow II)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28R-200 (Arrow)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28R-201 (Arrow III)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28RT-201 (Arrow IV)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PIPER AIRCRAFT	PA-28S-160 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28S-180 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-30	Metal	Piper PA-30 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-31	Metal	Piper PA-31 Series (Lycoming)	-		X
PIPER AIRCRAFT	PA-31-300	Metal	Piper PA-31 Series (Lycoming)	-		X
PIPER AIRCRAFT	PA-31-325	Metal	Piper PA-31 Series (Lycoming)	-		X
PIPER AIRCRAFT	PA-31-350 (Chieftain)	Metal	Piper PA-31 Series (Lycoming)	-		X
PIPER AIRCRAFT	PA-31P (Pressurized Navajo)	Metal + Pressurised	Piper PA-31P (Lycoming)	-		X
PIPER AIRCRAFT	PA-31P-350 (Mojave)	Metal + Pressurised	Piper PA-31P (Lycoming)	-		X
PIPER AIRCRAFT	PA-32-260 (Cherokee Six 260)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-300 (Cherokee Six 300)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301 (Saratoga)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301FT (Piper 6X)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301T (Turbo Saratoga)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301XTC (Piper 6XT)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-300 (Lance)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301 (Saratoga II HP)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301 (Saratoga SP)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301T (Saratoga II TC)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301T (Turbo SaratogaSP)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32RT-300 (Lance II)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PIPER AIRCRAFT	PA-32RT-300T (Turbo Lance II)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32S-300 (Cher.Six Seaplane)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-34-200T (Seneca II)	Metal	Piper PA-34 Series (Continental)	-		X
PIPER AIRCRAFT	PA-34-220T (Seneca III)	Metal	Piper PA-34 Series (Continental)	-		X
PIPER AIRCRAFT	PA-34-220T (Seneca IV)	Metal	Piper PA-34 Series (Continental)	-		X
PIPER AIRCRAFT	PA-34-220T (Seneca V)	Metal	Piper PA-34 Series (Continental)	-		X
PIPER AIRCRAFT	PA-34-200 (Seneca)	Metal	Piper PA-34 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-36-285 (Normal category)	Metal	Piper PA-36 Series (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-36-300 (Normal category)	Metal	Piper PA-36 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-36-375 (Normal category)	Metal	Piper PA-36 Series (Lycoming)	ELA2		X
PIPER AIRCRAFT	PA-38-112	Metal	Piper PA-38 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-39	Metal	Piper PA-39/40 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-40	Metal	Piper PA-39/40 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-44-180 (Seminole)	Metal	Piper PA-44 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-44-180T (Turbo Seminole)	Metal	Piper PA-44 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-46-310P	Metal + Pressurised	Piper PA-46 Pressurised (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-46-350P (Mirage)	Metal + Pressurised	Piper PA-46 Pressurised (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-46R-350T (Matrix)	Metal	Piper PA-46 Series (Lycoming)	ELA2	X	
Pipistrel Vertical Solutions d.o.o.	Virus SW 121	Composite	Pipistrel Virus (Rotax)	ELA1[4]	X	
Pipistrel Vertical Solutions d.o.o.	Virus SW 128	Composite	Pipistrel Virus Electro (Pipistrel E-811)	ELA1[5]	X	

[4] Electrical Virus variants certified (within the L2 licence privilege)
[5] Classified as Group 3 per 66.A.5(1) par. 2, within L2 the licence privilege

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18	Metal	PZL M 18 (PZL)	-		X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18A	Metal	PZL M 18 (PZL)	-		X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18AS	Metal	PZL M 18 (PZL)	-		X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18B	Metal	PZL M 18 (PZL)	-		X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18BS	Metal	PZL M 18 (PZL)	-		X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M26 01	Metal	PZL M 26 (Lycoming)	ELA2	X	
Polskie Zakłady Lotnicze Sp. z o.o. (Aircrat with SAS)	PZL M20	Metal	PZL M 20 (PZL)	-		X
PZL WARSZAWAOKECIE S.A.	PZL 104M Wilga 2000	Metal	PZL 104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104MA Wilga 2000	Metal	PZL 104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104MF Wilga 2000	Metal	PZL 104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104MN Wilga 2000	Metal	PZL 104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104 Wilga 32	Metal	PZL 104 Wilga Series (Continental)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104 Wilga 32A	Metal	PZL 104 Wilga Series (Continental)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104 Wilga 35	Metal	PZL 104A Wilga (Ivchenko)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104 Wilga 35A	Metal	PZL 104A Wilga (Ivchenko)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 104 Wilga 80	Metal	PZL 104A Wilga (Ivchenko)	ELA2	X	
PZL WARSZAWAOKECIE S.A.	PZL 110 KOLIBER	Metal	PZL 110 Koliber (Franklin)	ELA1	X	
PZL WARSZAWAOKECIE S.A.	PZL KOLIBER 150	Metal	PZL Koliber 150 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PZL WARSZAWAOKECIE S.A.	PZL-KOLIBER 150A	Metal	PZL-Koliber 150 Series (Lycoming)	ELA1	X	
PZL WARSZAWAOKECIE S.A.	PZL-KOLIBER 160A	Metal	PZL-Koliber 160 (Lycoming)	ELA1	X	
Reims Aviation (Aircraft with SAS)	FTB337G	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	Ref.: SAS.A.115.		X
Reims Aviation (Aircraft with SAS)	FTB337GA	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	Ref.: SAS.A.115.		X
REVO, Inc	LA-4A	Metal	REVO C/LA-4 Series (Lycoming)	ELA1	X	
REVO, Inc	LA-4P	Metal	REVO C/LA-4 Series (Lycoming)	ELA1	X	
REVO, Inc	Lake 250	Metal	REVO C/LA-4 Series (Lycoming)	ELA2	X	
REVO, Inc.	LA-4-200	Metal	Lake C/LA Series (Lycoming)	ELA1	X	
RUAG AEROSPACE Services GmbH	Do 28 A-1	Metal	Do 28 Series (Lycoming)	-		X
RUAG AEROSPACE Services GmbH	Do 28 A-1[R]	Metal	Do 28 Series (Lycoming)	-		X
RUAG AEROSPACE Services GmbH	Do 28 B-1	Metal	Do 28 Series (Lycoming)	-		X
RUAG AEROSPACE Services GmbH	Do 28 D	Metal	Do 28 Series (Lycoming)	-		X
RUAG AEROSPACE Services GmbH	Do 28 D-1	Metal	Do 28 Series (Lycoming)	-		X
RUAG AEROSPACE Services GmbH	Do 28 D-2	Metal	Do 28 Series (Lycoming)	-		X
SCHEIBE Flugzeugbau	SF 23 A	Wood + Metal tubing Fabric	SF 23 Series (Continental)	ELA1	X	
SCHEIBE Flugzeugbau	SF 23 A1	Wood + Metal tubing Fabric	SF 23 Series (Continental)	ELA1	X	
SCHEIBE Flugzeugbau	SF 23 B	Wood + Metal tubing Fabric	SF 23 Series (Continental)	ELA1	X	
SCHEIBE Flugzeugbau (Aircraft with SAS)	SF 23 C	Wood + Metal tubing Fabric	SF 23 Series (Lycoming)	ELA1	X	
SEASTAR CORP	TSC-1A	Composite	TSC Series (Lycoming)	ELA1	X	
SEASTAR CORP	TSC-1A1	Composite	TSC Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
SEASTAR CORP	TSC-1A2	Composite	TSC Series (Lycoming)	ELA1	X	
Skyfox Aviation Ltd	CA25	Wood + Metal tubing Fabric	CA25 Series (Rotax)	ELA1	X	
Skyfox Aviation Ltd	CA25N	Wood + Metal tubing Fabric	CA25 Series (Rotax)	ELA1	X	
SLINGSBY Aviation	T67A	Wood	Slingsby T67A (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67B Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67C Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M200 Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M260 Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M260-T3A Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M-MKII Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SOCATA(Aircraft with SAS)	RALLYE 235 CA	Metal	SOCATA Rallye Series (Lycoming)	ELA2	X	
SOCATA (Aircraft with SAS)	RALLYE 235 CA-M	Metal	SOCATA Rallye Series (Lycoming)	ELA2	X	
SOCATA (Aircraft with SAS)	ST10	Metal	SOCATA ST10 (Lycoming)	ELA2	X	
SONACA AIRCRAFT S.A.	S200	Metal	SONACA 200 (Rotax)	ELA1	X	
SONACA AIRCRAFT S.A.	S201	*Metal*	SONACA 200 (Rotax)	ELA1	X	
SST FLUGTECHNIK GmbH	EA 400	Composite	Extra EA 400 (Continental)	ELA2	X	
STEMME AG	S15-1	Composite	Stemme ASP S15-1 (Rotax)	ELA1	X	
SUKHOI (Aircraft with SAS)	Su-29	Composite	Sukhoi SU-29 (Vedeneyev)	ELA2	X	
SUKHOI (Aircraft with SAS)	Su-31	Composite	Sukhoi SU-31 (Vedeneyev)	ELA1	X	
SYMPHONY AIRCRAFT INDUSTRIES	OMF-100-160	Metal	Symphony OMF-100-160 (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	19	Wood + Metal tubing Fabric	Taylorcraft 19 Series (Continental)	ELA1	X	
TAYLORCRAFT 2000	F19	Wood + Metal tubing Fabric	Taylorcraft 19 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TAYLORCRAFT 2000	F21	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F21A	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F21B	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22A	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22B	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22C	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P-Mentor	Metal	Tecnam P2002 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2006T	Metal	Tecnam P2006T (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2010 TDI	*Composite + Metal*	Tecnam P2010 (Continental)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P92-JS	Metal	Tecnam P92 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2002-JF	Metal	Tecnam P2002 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2002-JR	Metal	Tecnam P2002 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2008-JC	Composite + Metal	Tecnam P2008 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2010	Composite + Metal	Tecnam P2010 (Lycoming)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2012 Traveller	Metal	Tecnam P2012 (Lycoming)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TECNAM Costruzioni Aeronautiche	P92-J	Metal	Tecnam P92 (Rotax)	ELA1	X	
TEXTRON AVIATION Inc.	E33	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	E33A	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	E33C	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	F33	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	F33A	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	F33C	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	G33	Metal	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-33	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-A33	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-B33	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-C33	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-C33A	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	H35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	J35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	K35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	M35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	N35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	S35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	V35	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	V35A	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	V35B	Metal	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	36	Metal	Beech 36 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	A36	Metal	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A36TC	Metal	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	B36TC	Metal	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	G36	Metal	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	D55	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	D55A	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	E55	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	E55A	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	56TC	Metal	Beech 56 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A56TC	Metal	Beech 56 Series (Lycoming)			X
TEXTRON AVIATION Inc.	58	Metal	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	58A	Metal	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	G58	Metal	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	65	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	70	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-80	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-88	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-A80	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-A80-8800	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-B80	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A65	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A65-8200	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	95-B55	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-B55A	Metal	Beech 95 Series (Continental)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	95-B55B	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-C55	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-C55A	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc	95	Metal	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc	95-55	Metal	Beech 95 Series (Lycoming)			X
TEXTRON AVIATION Inc	95-A55	Metal	Beech 95 Series (Lycoming)			X
TEXTRON AVIATION Inc	B95	Metal	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc	B95A	Metal	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc	D95A	Metal	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc	E95	Metal	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	175	Metal	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	175A	Metal	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	175B	Metal	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	175C	Metal	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	177	Metal	Cessna 177 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	177A	Metal	Cessna 177 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	177B	Metal	Cessna 177 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	177RG	Metal	Cessna 177 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	180	Metal	Cessna 180 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	180A	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180B	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180C	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180D	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180E	Metal	Cessna 180 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	180F	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180G	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180H	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180J	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180K	Metal	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185A	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185B	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185C	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185D	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185E	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A185E	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A185F	Metal	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	188	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	188A	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	188B	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A188	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A188A	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A188B	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T188C	Metal	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	206	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206B	Metal	Cessna 206 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	P206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206F	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206G	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206F	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206G	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	206H	Metal	Cessna 206 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	T206H	Metal	Cessna 206 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	207	Metal	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	207A	Metal	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T207	Metal	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T207A	Metal	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210-5 (205)	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210-5A (205A)	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210A	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210B	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210C	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210D	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210E	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210F	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210G	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210H	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210J	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210K	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210L	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210M	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210N	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210R	Metal	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	310	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320	Metal	Cessna 310/320 Series (Continental)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	310B	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310C	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310D	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310F	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310G	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310H	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310I	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310J	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310J-1	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310K	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310L	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310N	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310P	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310Q	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	310R	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320-1	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320A	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320B	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320C	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320D	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320E	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	320F	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	E310H	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	E310J	Metal	Cessna 310/320 Series (Continental)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	T310P	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	T310Q	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	T310R	Metal	Cessna 310/320 Series (Continental)	-		X
TEXTRON AVIATION Inc.	321	Metal	Cessna 321 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	335	Metal	Cessna 335 (Continental)	-		X
TEXTRON AVIATION Inc.	336	Metal	Cessna 336 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	340	Metal + Pressurised	Cessna 340 (Continental)	-		X
TEXTRON AVIATION Inc.	340A	Metal + Pressurised	Cessna 340 (Continental)	-		X
TEXTRON AVIATION Inc.	402C	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	414A	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	421B	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	421C	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	404	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	401	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	402	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	411	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	414	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	421	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	401A	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	401B	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	402A	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	402B	Composite	Cessna 400 Series (Continental)		X	
TEXTRON AVIATION Inc.	LC40-550FG	Composite	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	LC41-550FG	Composite	Cessna C300/C350/C400 (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	LC42-550FG	Composite	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T240	Composite	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P210N	Metal + Pressurised	Cessna P210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P210R	Metal + Pressurised	Cessna P210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210F	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210G	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210H	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210J	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210K	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210L	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210M	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210N	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210R	Metal	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T303	Metal	Cessna T303 (Continental)	-		X
TEXTRON AVIATION Inc.	150	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150A	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150B	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150C	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150D	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150E	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150F	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150G	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150H	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150J	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	150K	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150L	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150M	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	A150K	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	A150L	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	A150M	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	152	Metal	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	A152	Metal	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172A	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172B	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172C	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172D	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172E	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172F	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172G	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172H	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	P172D	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172E	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172F	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172G	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172H	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172J	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172K	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	172I	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172K	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172L	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172M	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172N	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172P	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172Q	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172R	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172RG	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	172S	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	182	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	182A	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182B	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182C	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182D	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182E	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182F	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182G	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182H	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182J	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182K	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182L	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182M	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182N	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	182P	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182Q	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182R	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	R182	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	T182T	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	182S	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	182T	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	T337H SP	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	-		X
TEXTRON AVIATION Inc.	337	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337A	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337B	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337C	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337D	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337E	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337F	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337G	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337H	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	M337B	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	T337B	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	T337C	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337D	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337E	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337F	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337G	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337H	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	P337H	Metal + Pressurised	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T182	Metal	Cessna/Reims-Cessna T182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	TR182	Metal	Cessna/Reims-Cessna T182 Series (Lycoming)	ELA2	X	
THRUSH AIRCRAFT	S2R	Metal	Thrush S2R Series (PW R1340)	The Model S2R also designated as S-2R or S2-R.		X
THRUSH AIRCRAFT	S2R-R3S	Metal	Thrush S2R (Wsk PZL-3S)			X
THRUSH AIRCRAFT	S2R-R1340	Metal	Thrush S2R Series (PW R1340)			X
THRUSH AIRCRAFT	S2R-R1820	Metal	Thrush S2R Series (Wright R-1820)			X
TOMARK, s.r.o.	Viper SD-4 RTC	Metal	Tomark Viper SD-4 (Rotax)	ELA1	X	
TOMARK, s.r.o.	Viper SD-4 Night VFR	Metal	Tomark Viper SD-4 (Rotax)	ELA1. Restricted TC.	X	
TRUE FLIGHT Holdings	AA-1	Metal	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-1A	Metal	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-1B	Metal	Grumman/American AA-1 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TRUE FLIGHT Holdings	AA-1C	Metal	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-5	Metal	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-5A	Metal	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-5B	Metal	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AG-5B	Metal	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TWIN COMMANDER AIRCRAFT Corporation	500A	Metal	Twin Commander 500 Series (Continental)	-		X
TWIN COMMANDER AIRCRAFT Corporation	500	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	520	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	560	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	500B	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	500S	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	500U	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	560A	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	560E	Metal	Twin Commander 500 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	685	Metal + Pressurised	Twin Commander 600 Series (Continental)	-		X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TWIN COMMANDER AIRCRAFT Corporation	680	Metal	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	560F	Metal	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	680E	Metal	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	680F	Metal	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	680FL	Metal	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	720	Metal + Pressurised	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	680FL(P)	Metal + Pressurised	Twin Commander 600 Series (Lycoming)	-		X
TWIN COMMANDER AIRCRAFT Corporation	700	Metal + Pressurised	Twin Commander 700 Series (Lycoming)	-		X
VULCANAIR	P.68 'Observer 2'	Metal	Vulcanair P.68 Series (Lycoming)	-		X
VULCANAIR	P.68 'Observer'	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68 'Victor'	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68B 'Victor'	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68C	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68C-TC	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68R 'Victor'	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68TC 'Observer'	Metal	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.64 'Oscar'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
VULCANAIR	P.64B 'Oscar 200'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	
VULCANAIR	P.64B 'Oscar B 1155'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	
VULCANAIR	P.64B 'Oscar B'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	
VULCANAIR	VULCANAIR V1.0 (formerly P.64B 'OSCAR B 1155')	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1		
VULCANAIR	VULCANAIR V1.1 (formerly P.64B 'Oscar 200'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1		
VULCANAIR	P.66B 'Oscar 100'	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)	ELA1	X	
VULCANAIR	P.66B 'Oscar 150'	Metal	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1	X	
VULCANAIR	P.66C 'CHARLIE'	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)	ELA1	X	
VULCANAIR	VULCANAIR V1.100L (formerly P.66B 'Oscar 100')	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)	ELA1		
VULCANAIR	VULCANAIR V1.150L (formerly P.66B 'Oscar 150')	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)	ELA1		
VULCANAIR	VULCANAIR V1.CL (formerly P.66C 'Charlie')	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)	ELA1		
WACO Aircraft Company	YMF F5	Wood + Metal tubing Fabric	Waco YMF (Jacobs)	ELA2	X	
WACO Aircraft Company	YMF F5C	Wood + Metal tubing Fabric	Waco YMF (Jacobs)	ELA2	X	
WACO Classic Aircraft Corp	2T-1A-1	Wood + Metal tubing Fabric	Waco 2T Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
WACO Classic Aircraft Corp	2T-1A-2	Wood + Metal tubing Fabric	Waco 2T Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	CE-43	Metal	CERVA CE43 (Lycoming)	ELA2	X	
WASSMER (Aircraft with SAS)	WA 4/21	Wood + Metal tubing Fabric	WA4/21 Series (Lycoming)	ELA2	X	
WASSMER (Aircraft with SAS)	WA 4/21/250 'Super 4/21'	Wood + Metal tubing Fabric	WA4/21 Series (Lycoming)	ELA2	X	
WASSMER (Aircraft with SAS)	WA 40 A	Wood + Metal tubing Fabric	WA40 Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	WA 40 'SUPER IV'	Wood + Metal tubing Fabric	WA40 Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	WA 40 B 'Super IV Sancy'	Wood + Metal tubing Fabric	WA40 Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	WA 41 'Baladou'	Wood + Metal tubing Fabric	WA41 (Lycoming)	ELA1	X	
WITHOUT TC HOLDER – ORPHANED (ex Fournier, René)	RF 3	Wood	RF 3 (Rectimo)	ELA1	X	
WITHOUT TC HOLDER – ORPHANED (ex Fournier, René)	RF 4	Wood	RF 4 (VW)	ELA1	X	
WITHOUT TC HOLDER – ORPHANED (ex Fournier, René)	RF 47	Wood	RF 47 (Limbach)	ELA1	X	
WITHOUT TC HOLDER – ORPHANED (ex Fournier, René)	RF.6.B. 100	Wood	RF 6B (Continental)	ELA1	X	
WITHOUT TC HOLDER – ORPHANED (ex Fournier, René)	RF.6.B. 120	Wood	RF 6B (Lycoming)	ELA1	X	
WITHOUT TC HOLDER – ORPHANED (ex Fournier, René)	RF.6.B. 90	Wood	RF 6B (Lycoming)	ELA1	X	
XtremeAir GmbH	XA41	Composite	XtremeAir XA42 (Lycoming)	ELA1	X	
XtremeAir GmbH	XA42	Composite	XtremeAir XA42 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
YAKOVLEV (Aircraft with SAS)	YAK-18T	Metal	Yakovlev YAK-18T (Vedeneyev)	ELA2	X	
ZAKLADY LOTNICZE	EM-11C ORKA	Composite	EM-11 (Lycoming)	ELA2	X	
ZENAIR LTD	CH 2000	Metal	Zenair CH2000 (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 L	Metal	Zlin Z 143 L (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 Lsi	Metal	Zlin Z 143 L (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 242 L	Metal	Zlin Z 242 L (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126 T	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 A	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 B	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 M	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 MS	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 T	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 A	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 M	Metal	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 A	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS V	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 F	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 M	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726 K	Metal + Metal tubing & fabric	Zlin Z 26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142	Metal	Zlin Z 42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142 C	Metal	Zlin Z 42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 M	Metal	Zlin Z 42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 MU	Metal	Zlin Z 42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 43	Metal	Zlin Z 43 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 M	Metal	Zlin Z 50 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 L	Metal	Zlin Z 50L Series (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LA	Metal	Zlin Z 50L Series (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LS	Metal	Zlin Z 50L Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LX	Metal	Zlin Z 50L Series (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 L	Metal	Zlin Z 526 L (Lycoming)	ELA1	X	

STCs in GROUP 3 AEROPLANES

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BARBARA AND ROBERT WILLIAMS (STC)	150	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150A	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150B	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150C	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150D	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150E	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150F	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150G	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150H	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150J	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150K	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150L	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150M	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	A150K	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	A150L	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CEAPR (STC)	DR 400/120 D	*Wood*	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/140 B	*Wood*	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/180 R	*Wood*	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/200 R	*Wood*	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/RP	*Wood*	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
HOFFMANN GmbH & Co. KG (STC)	150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
HOFFMANN GmbH & Co. KG (STC)	A150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
HOFFMANN GmbH & Co. KG (STC)	F150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
HOFFMANN GmbH & Co. KG (STC)	FA150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
LTB SAMMET GmbH (STC)	150D	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150E	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150F	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150G	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150H	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150J	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150K	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150L	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150M	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part 66 type rating endorsement	Note	MTOM	
					≤2T	>2T
LTB SAMMET GmbH (STC)	A150L	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150G	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150H	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150J	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150K	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150L	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150M	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	FA150K	*Metal*	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
PORSCHE AG (STC)	182Q	*Metal*	Cessna 182Q/F182Q (Porsche)	ELA2. STC	X	
PORSCHE AG (STC)	F182Q	*Metal*	Cessna 182Q/F182Q (Porsche)	ELA2. STC	X	
SAFRAN ENGINES SAS (STC)	182M	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182N	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182P	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182Q	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182R	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	F182P	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	F182Q	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SMA ENGINES INC. (STC)	182Q	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10016495	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
SMA ENGINES INC. (STC)	182R	*Metal*	Cessna 182/F182 Series (SMA)	ELA2. STC No 10016495	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	A150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	F150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	FA150	*Metal*	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
TECHNIFY MOTORS GmbH (STC)	172F	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172G	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172H	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172I	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172K	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172L	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172M	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172N	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172P	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172R	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172S	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TECHNIFY MOTORS GmbH (STC)	F172F	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172G	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172H	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172K	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172L	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172M	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172N	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172P	*Metal*	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	T206H	*Metal*	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	TU206F	*Metal*	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	TU206G	*Metal*	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206F	*Metal*	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206G	*Metal*	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206H	*Metal*	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	SR22	*Composite*	Cirrus SR22 (Technify)	ELA2. STC	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-140	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-150	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TECHNIFY MOTORS GmbH (STC)	PA-28-151	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-160	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-161	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-180	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-181	*Metal*	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	

GROUP 4 SAILPLANES

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
AEROCLUBUL ROMANIEI	IS-28B2	*metal*	
AEROCLUBUL ROMANIEI	IS-29D	*metal*	
AEROCLUBUL ROMANIEI	IS-29D2	*metal*	
AEROCLUBUL ROMANIEI	IS-30	*metal*	
AEROCLUBUL ROMANIEI	IS-32A	*metal*	
AIRBUS DEFENCE AND SPACE GmbH	FS 24 "Phoenix T"	*composite*	
AIRBUS DEFENCE AND SPACE GmbH	FS 24 "Phoenix T0"	*composite*	
AIRBUS DEFENCE AND SPACE GmbH	FS 24 "Phoenix"	*composite*	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus A0	*composite*	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus A1	*composite*	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus B1	*composite*	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus C	*composite*	
ALEXANDER SCHLEICHER	AS 12	*composite*	
ALEXANDER SCHLEICHER	ASG 32	*composite*	The model has also powered variants.
ALEXANDER SCHLEICHER	ASG 32 MI	*composite*	
ALEXANDER SCHLEICHER	ASH 25	*composite*	
ALEXANDER SCHLEICHER	ASH 26	*composite*	
ALEXANDER SCHLEICHER	AS-K 13	*metal tube, wood*	
ALEXANDER SCHLEICHER	ASK 18	*metal tube, wood*	
ALEXANDER SCHLEICHER	ASK 18 B	*metal tube, wood*	
ALEXANDER SCHLEICHER	ASK 21	*composite*	
ALEXANDER SCHLEICHER	ASK 21 B	*composite*	
ALEXANDER SCHLEICHER	ASK 23	*composite*	
ALEXANDER SCHLEICHER	ASK 23 B	*composite*	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
ALEXANDER SCHLEICHER	ASW 12	composite	
ALEXANDER SCHLEICHER	ASW 12 BV	composite	
ALEXANDER SCHLEICHER	ASW 15	composite	
ALEXANDER SCHLEICHER	ASW 15 B	composite	
ALEXANDER SCHLEICHER	ASW 17	composite	
ALEXANDER SCHLEICHER	ASW 19	composite	
ALEXANDER SCHLEICHER	ASW 19 B	composite	
ALEXANDER SCHLEICHER	ASW 20	composite	
ALEXANDER SCHLEICHER	ASW 20 B	composite	
ALEXANDER SCHLEICHER	ASW 20 BL	composite	
ALEXANDER SCHLEICHER	ASW 20 C	composite	
ALEXANDER SCHLEICHER	ASW 20 CL	composite	
ALEXANDER SCHLEICHER	ASW 20 L	composite	
ALEXANDER SCHLEICHER	ASW 22	composite	
ALEXANDER SCHLEICHER	ASW 22 B	composite	
ALEXANDER SCHLEICHER	ASW 22 BE	composite	
ALEXANDER SCHLEICHER	ASW 22 BL	composite	
ALEXANDER SCHLEICHER	ASW 24	composite	
ALEXANDER SCHLEICHER	ASW 24 B	composite	
ALEXANDER SCHLEICHER	ASW 27	composite	
ALEXANDER SCHLEICHER	ASW 27-18	composite	
ALEXANDER SCHLEICHER	ASW 28	composite	
ALEXANDER SCHLEICHER	ASW 28-18	composite	
ALEXANDER SCHLEICHER	K 10 A	wood	
ALEXANDER SCHLEICHER	K 7	metal tube, wood	
ALEXANDER SCHLEICHER	K 8	metal tube, wood	
ALEXANDER SCHLEICHER	K 8 B	metal tube, wood	
ALEXANDER SCHLEICHER	K 8 C	metal tube, wood	
ALEXANDER SCHLEICHER	Ka 6 BR	wood	
ALEXANDER SCHLEICHER	Ka 6 BR Pe	wood	
ALEXANDER SCHLEICHER	Ka 6 C	wood	
ALEXANDER SCHLEICHER	Ka 6 CR	wood	
ALEXANDER SCHLEICHER	Ka 6 CR PE	wood	
ALEXANDER SCHLEICHER	Ka 6 E	wood	
ALEXANDER SCHLEICHER	Ka 6/0	wood	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD 48 3 Jantar Standard 3	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD 50 3 "Puchacz"	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD 51 1 "Junior"	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD 55 1	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD 59 "Acro"	composite	
AVIACOM.PL SP. ZO.O.	B1 PW 5	composite	
AVIACOM.PL SP. ZO.O.	B1 PW 5D	composite	
AVIONIC SPOLKA JAWNA	SZD 56 1 "Diana"	composite	
AVIONIC SPOLKA JAWNA	SZD 56 2 "Diana 2"	composite	
BARRY AVIATION, LLC	KR 03A	metal	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
BLANIK AIRCRAFT CZ s.r.o.	L - 33 SÓLO	metal	
BLANIK AIRCRAFT CZ s.r.o.	L 13 A Blanik	metal	
BLANIK AIRCRAFT CZ s.r.o.	L 23 SUPER BLANÍK	metal	
BLANIK AIRCRAFT CZ s.r.o.	L 13 "BLANÍK"	metal	
BLANIK AIRCRAFT CZ s.r.o.	L 13 AC BLANÍK	metal	
DG AVIATION GmbH	DG 100	composite	
DG AVIATION GmbH	DG 100 ELAN	composite	
DG AVIATION GmbH	DG 100 G	composite	
DG AVIATION GmbH	DG 100 G ELAN	composite	
DG AVIATION GmbH	DG 1000S	composite	
DG AVIATION GmbH	DG 200	composite	
DG AVIATION GmbH	DG 200/17	composite	
DG AVIATION GmbH	DG 200/17 C	composite	
DG AVIATION GmbH	DG 300	composite	
DG AVIATION GmbH	DG 300 CLUB ELAN	composite	
DG AVIATION GmbH	DG 300 CLUB ELAN ACRO	composite	
DG AVIATION GmbH	DG 300 ELAN	composite	
DG AVIATION GmbH	DG 300 ELAN ACRO	composite	
DG AVIATION GmbH	DG 500 ELAN ORION	composite	
DG AVIATION GmbH	DG 500 ELAN TRAINER	composite	
DG AVIATION GmbH	DG 500/20 ELAN	composite	
DG AVIATION GmbH	DG 500/22 ELAN	composite	
DG AVIATION GmbH	DG 600	composite	
DG AVIATION GmbH	DG 600/18	composite	
DG AVIATION GmbH	DG 800 S	composite	
DG AVIATION GmbH	DG 808 S	composite	
DG AVIATION GmbH	LS 1 0	composite	
DG AVIATION GmbH	LS 10 a	composite	
DG AVIATION GmbH	LS 1 a	composite	
DG AVIATION GmbH	LS 1 b	composite	
DG AVIATION GmbH	LS 1 c	composite	
DG AVIATION GmbH	LS 1 d	composite	
DG AVIATION GmbH	LS 1 e	composite	
DG AVIATION GmbH	LS 1 f	composite	
DG AVIATION GmbH	LS 1 f (45)	composite	
DG AVIATION GmbH	LS 3	composite	
DG AVIATION GmbH	LS 3 17	composite	
DG AVIATION GmbH	LS 3 a	composite	
DG AVIATION GmbH	LS 4	composite	
DG AVIATION GmbH	LS 4 a	composite	
DG AVIATION GmbH	LS 4 b	composite	
DG AVIATION GmbH	LS 6	composite	
DG AVIATION GmbH	LS 6 18w	composite	
DG AVIATION GmbH	LS 6 a	composite	
DG AVIATION GmbH	LS 6 b	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
DG AVIATION GmbH	LS 6-c	composite	
DG AVIATION GmbH	LS 6-c18	composite	
DG AVIATION GmbH	LS 7	composite	
DG AVIATION GmbH	LS 7 WL	composite	
DG AVIATION GmbH	LS10-s	composite	
DG AVIATION GmbH	LS8	composite	
DG AVIATION GmbH	LS8-18	composite	
DG AVIATION GmbH	LS8-a	composite	
DG AVIATION GmbH	LS8-b	composite	
DG AVIATION GmbH	LS8-s	composite	
DG AVIATION GmbH	LS8-sb	composite	
ECOFLY GMBH	FK 3	metal	
EICHELSDOERFER GMBH	mistral-c	composite	
EICHELSDOERFER GMBH	SB 5 B	wood	
EICHELSDOERFER GMBH	SB 5 E	wood	
FIBERGLAS TECHNIK R. LINDNER	ASTIR CS	composite	
FIBERGLAS TECHNIK R. LINDNER	ASTIR CS 77	composite	
FIBERGLAS TECHNIK R. LINDNER	ASTIR CS Jeans	composite	
FIBERGLAS TECHNIK R. LINDNER	CLUB ASTIR II	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 "TWIN II"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 A "TWIN II ACRO"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 C "TWIN III ACRO"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 C "TWIN III"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G102 "CLUB ASTIR III b"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G102 "CLUB ASTIR III"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G102 "STANDARD ASTIR III"	composite	
FIBERGLAS TECHNIK R. LINDNER	SPEED ASTIR II	composite	
FIBERGLAS TECHNIK R. LINDNER	SPEED ASTIR II B	composite	
FIBERGLAS TECHNIK R. LINDNER	STANDARD ASTIR II	composite	
FIBERGLAS TECHNIK R. LINDNER	TWIN ASTIR	composite	
FIBERGLAS TECHNIK R. LINDNER	TWIN ASTIR TRAINER	composite	
GLASFASER-FLUGZEUG-SERVICE	BS 1	composite	
GLASFASER-FLUGZEUG-SERVICE	Club Libelle 205	composite	
GLASFASER-FLUGZEUG-SERVICE	Glasflügel 304	composite	
GLASFASER-FLUGZEUG-SERVICE	Glasflügel 604	composite	
GLASFASER-FLUGZEUG-SERVICE	H 301 "Libelle"	composite	
GLASFASER-FLUGZEUG-SERVICE	H 301 B	composite	
GLASFASER-FLUGZEUG-SERVICE	H 301 serial No. 1	composite	
GLASFASER-FLUGZEUG-SERVICE	Hornet	composite	
GLASFASER-FLUGZEUG-SERVICE	Hornet C	composite	
GLASFASER-FLUGZEUG-SERVICE	Kestrel	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
GLASFASER-FLUGZEUG-SERVICE	Mosquito	composite	
GLASFASER-FLUGZEUG-SERVICE	Mosquito B	composite	
GLASFASER-FLUGZEUG-SERVICE	Standard Libelle	composite	
GLASFASER-FLUGZEUG-SERVICE	Standard Libelle 201 B	composite	
GLASFASER-FLUGZEUG-SERVICE	Standard Libelle 203	composite	
HPH SPOL SRO	Glasflügel 304 C	composite	
HPH SPOL SRO	Glasflügel 304 CZ	composite	
HPH SPOL SRO	Glasflügel 304 CZ-17	composite	
HPH SPOL SRO	Glasflügel 304 S	composite	
M & D FLUGZEUGBAU GMBH	JS-MD 1C	composite	The model has also powered variants.
M&D Flugzeugbau GmbH & Co. KG	JS-MD 3	Composite	The model has also powered variants.
M&D Flugzeugbau GmbH & Co. KG	JS-MD 3 RES	Composite	
PILATUS AIRCRAFT LTD.	B4-PC11	metal	
PILATUS AIRCRAFT LTD.	B4-PC11A	metal	
PILATUS AIRCRAFT LTD.	B4-PC11AF	metal	
SCHEIBE AIRCRAFT GMBH	Bergfalke II	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Bergfalke II-55	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Bergfalke III	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Bergfalke IV	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	L Spatz	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	L Spatz 55	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	L Spatz III	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Mü 13 E "Bergfalke"	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 26 A "Standard"	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 27 A	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 27 B	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 30 A "Club-Spatz"	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 34	composite	
SCHEIBE AIRCRAFT GMBH	SF 34 B	composite	
SCHEIBE AIRCRAFT GMBH	Spatz 55	composite	
SCHEIBE AIRCRAFT GMBH	Spatz A	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Spatz B	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Specht	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Sperber	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel I	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel II	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel III	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel III A	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel III B	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel IV	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel IV A	metal tube, wood	
SCHEMPP HIRTH FLUGZEUGBAU	Arcus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Cirrus	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
SCHEMPP HIRTH FLUGZEUGBAU	Cirrus VTC	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus CS	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus 2a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus 2b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus 2c	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Duo Discus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Duo Discus C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus Ce	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Mini Nimbus B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Mini Nimbus C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Mini Nimbus HS 7	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 2	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 2B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 2C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 3	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 3/24,5	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 3D	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 4	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus 4D	composite	
SCHEMPP HIRTH FLUGZEUGBAU	S	wood	
SCHEMPP HIRTH FLUGZEUGBAU	SH	wood	
SCHEMPP HIRTH FLUGZEUGBAU	SH 1	wood	
SCHEMPP HIRTH FLUGZEUGBAU	SHK 1	wood	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus CS 11-75L	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus G	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus a/16.6	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus b/16.6	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus c	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus 2a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus 2b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus 2c	composite	
SCHEMPP HIRTH VÝROBA LETADEL	VSO 10	composite	
SCHEMPP HIRTH VÝROBA LETADEL	VSO 10 C	composite	
SN CENTRAIR	101	composite	
SN CENTRAIR	101 A	composite	
SN CENTRAIR	101 AP	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
SN CENTRAIR	101 B	composite	
SN CENTRAIR	101 BC	composite	
SN CENTRAIR	101 D	composite	
SN CENTRAIR	101 P	composite	
SN CENTRAIR	201 A	composite	
SN CENTRAIR	201 B	composite	
SN CENTRAIR	201 B1	composite	
SN CENTRAIR	ASW 20 F	composite	
SN CENTRAIR	ASW 20 FL	composite	
SN CENTRAIR	SNC 34C	composite	
SPORTINE AVIACIJA IR KO	LAK 12	composite	
SPORTINE AVIACIJA IR KO	LAK 17A	composite	
SPORTINE AVIACIJA IR KO	LAK 17A mini	composite	
SPORTINE AVIACIJA IR KO	LAK 19	composite	
WITHOUT TC HOLDER - ORPHANED	905 A	wood	
WITHOUT TC HOLDER - ORPHANED	905 S	wood	
WITHOUT TC HOLDER - ORPHANED	905 SA	wood	
WITHOUT TC HOLDER - ORPHANED	Avia Strotel AC-4c	composite	
WITHOUT TC HOLDER - ORPHANED	Carman-Morelli M200	wood	
WITHOUT TC HOLDER - ORPHANED	Diamant 16.5	composite	
WITHOUT TC HOLDER - ORPHANED	Diamant 18	composite	
WITHOUT TC HOLDER - ORPHANED	Elfe S3	metal, wood, composite	
WITHOUT TC HOLDER - ORPHANED	Elfe S4	metal, wood, composite	
WITHOUT TC HOLDER - ORPHANED	Elfe S4A	metal, wood, composite	
WITHOUT TC HOLDER - ORPHANED	Glasflügel 304 B	composite	
WITHOUT TC HOLDER - ORPHANED	H 101 "Salto"	composite	
WITHOUT TC HOLDER - ORPHANED	HBV Diamant	composite	
WITHOUT TC HOLDER - ORPHANED	JP 15-36 A	composite	
WITHOUT TC HOLDER - ORPHANED	JP 15-36 AR	composite	
WITHOUT TC HOLDER - ORPHANED	Kenilworth Mc7	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 20	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 20B	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 20D	composite	
WITHOUT TC HOLDER - ORPHANED	Siren "Edelweiss" C30S	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T51 Dart 15	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T51 Dart 17	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T51 Dart 17R	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T53B	composite	
WITHOUT TC HOLDER - ORPHANED	Slingsby T59D	composite	
WITHOUT TC HOLDER - ORPHANED	Standard Cirrus 75 VTC	composite	
WITHOUT TC HOLDER - ORPHANED	Standard Cirrus G/81	composite	
WITHOUT TC HOLDER - ORPHANED	T.65 "Vega"	composite	
WITHOUT TC HOLDER - ORPHANED	WA 26 CM	wood, composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
WITHOUT TC HOLDER - ORPHANED	WA 26 P	wood, composite	
WITHOUT TC HOLDER - ORPHANED	WA 28	composite	
WITHOUT TC HOLDER - ORPHANED	WA 28 E	composite	
WITHOUT TC HOLDER - ORPHANED	WA 28 EF	composite	
WITHOUT TC HOLDER - ORPHANED	WA 28 F	composite	
ZAKLAD SZYBOWCOWY JEZOW	PW-5 "Smyk"	composite	
ZAKLAD SZYBOWCOWY JEZOW	PW-6U	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-22B "Mucha-Standard"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-22C "Mucha-Standard"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-24-C "Foka"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-24-4A	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-25A Lis	metal-tube, wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-30 "Pirat"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-30C "Pirat"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-32A "Foka 5"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-36A "Cobra 15"	wood, composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-38A "Jantar 1"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-41A "Jantar Standard"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-42 "Jantar 2"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-42-1 "Jantar 2"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-42-2 "Jantar 2B"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48 "Jantar Standard 2"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-1 "Jantar Standard 2"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-1M "Jantar Standard 2M"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-3M "Brawo"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-3M1 "Brawo"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48M "Jantar Standard 2M"	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-52-3 “Krokus S”	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-52-4 “Krokus C”	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-9 bis 1 D "Bocian"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-9 bis 1 E "Bocian"	wood	
ZAKLADY LOTNICZE	MDM-1 “Fox”	composite	
ZAKLADY LOTNICZE	MDM-1P “Fox-P”	composite	
ZAKLADY LOTNICZE	Swift S-1	composite	

GROUP 4 POWERED SAILPLANES

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
AEROCLUBUL ROMANIEI	IS-28M2	metal	
AEROCLUBUL ROMANIEI	IS-28M2/80HP	metal	
AEROCLUBUL ROMANIEI	IS-28M2/G	metal	
AEROCLUBUL ROMANIEI	IS-28M2/GR	metal	
AEROMOT – INDUSTRIA MECANICO	AMT-100	composite	
AEROMOT – INDUSTRIA MECANICO	AMT-200	composite	
AEROMOT – INDUSTRIA MECANICO	AMT-200S	composite	
ALEXANDER SCHLEICHER	AS 33 Es	composite	
ALEXANDER SCHLEICHER	AS 33 Me	composite	(electrical)
ALEXANDER SCHLEICHER	AS 34 Me	composite	(electrical)
ALEXANDER SCHLEICHER	ASG 32 El	composite	
ALEXANDER SCHLEICHER	ASH 25 E	composite	
ALEXANDER SCHLEICHER	ASH 25 M	composite	
ALEXANDER SCHLEICHER	ASH 26 E	composite	
ALEXANDER SCHLEICHER	ASH 26 E	composite	
ALEXANDER SCHLEICHER	ASH 30 Mi	composite	
ALEXANDER SCHLEICHER	ASH 31 Mi	composite	
ALEXANDER SCHLEICHER	ASK 14	metal tube, wood	
ALEXANDER SCHLEICHER	ASK 16	metal tube, wood	
ALEXANDER SCHLEICHER	ASK 16 B	metal tube, wood	
ALEXANDER SCHLEICHER	ASK 21 Mi	composite	
ALEXANDER SCHLEICHER	ASW 22 BLE	composite	
ALEXANDER SCHLEICHER	ASW 22 BLE 50R	composite	
ALEXANDER SCHLEICHER	ASW 22 M	composite	
ALEXANDER SCHLEICHER	ASW 24 E	composite	
ALEXANDER SCHLEICHER	ASW 27-18 E	composite	
ALEXANDER SCHLEICHER	ASW 28-18 E	composite	
AMS-FLIGHT D.O.O.	CARAT A	composite	
BINDER MOTORENBAU GMBH	ASH 25 EB	composite	
BINDER MOTORENBAU GMBH	ASH 25 EB 28	composite	
BINDER MOTORENBAU GMBH	EB 28	composite	
BINDER MOTORENBAU GMBH	EB 28 Edition	composite	
BINDER MOTORENBAU GMBH	EB 29	composite	
BINDER MOTORENBAU GMBH	EB 29D	composite	
BINDER MOTORENBAU GMBH	EB29DR	composite	
BINDER MOTORENBAU GMBH	EB29R	composite	
DG AVIATION GMBH	DG-1000M	composite	
DG AVIATION GMBH	DG-1000T	composite	
DG AVIATION GmbH	DG-1001E	composite	(electrical)
DG AVIATION GMBH	DG-400	composite	
DG AVIATION GMBH	DG-500 M	composite	
DG AVIATION GMBH	DG-500 MB	composite	
DG AVIATION GMBH	DG-600/18 M	composite	

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
DG AVIATION GMBH	DG-600M	composite	
DG AVIATION GMBH	DG-800 A	composite	
DG AVIATION GMBH	DG-800 B	composite	
DG AVIATION GMBH	DG-800 LA	composite	
DG AVIATION GMBH	DG-808 C	composite	
DG AVIATION GMBH	LS10-st	composite	
DG AVIATION GMBH	LS8-e	composite	
DG AVIATION GMBH	LS8-t	composite	
DG AVIATION GMBH	LS9	composite	
DIAMOND AIRCRAFT INDUSTRIES	H 36 "Dimona"	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 "Super Dimona"	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 R "Super Dimona"	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TC	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TS	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TTC	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TTC-ECO	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TTS	composite	
E.I.S. HOLDING GmbH	Fournier RF 3	wood	
E.I.S. HOLDING GmbH	Fournier RF 4	wood	
E.I.S. HOLDING GmbH	Fournier RF 4 D	wood	
E.I.S. HOLDING GmbH	Fournier RF 5	wood	
E.I.S. HOLDING GmbH	Fournier RF 5 B "Sperber"	wood	
E.I.S. HOLDING GmbH	SFS 31 "Milan"	wood	
EICHELSDOERFER GMBH	KIWI	composite	
EVEKTOR, SPOL. S R.O.	L 13 SDL Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SDM Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SE Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SEH Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SL Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SW Vivat	metal	
FIBERGLAS TECHNIK R. LINDNER	G 103 C TWIN III SL	composite	
FISCHER UND ENTWICKLUNGEN	ASTIR CS 77 TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASTIR CS Jeans TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASTIR CS TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20 TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20B TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20BL TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20C TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20CL TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20L TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 24 TOP	composite	
FISCHER UND ENTWICKLUNGEN	Standard Cirrus B TOP	composite	
FISCHER UND ENTWICKLUNGEN	Standard Cirrus TOP	composite	
FOURNIER, RENE	RF 9	wood	
GANTENBRINK, BRUNO	Eta	composite	
GANTENBRINK, BRUNO	EtaN4	composite	

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
GROB AIRCRAFT AG	G109	composite	
GROB AIRCRAFT AG	G109 B	composite	
HB-FLUGTECHNIK GMBH	HB 21	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 21 V1	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 21 V2	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 21/2400	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 21/2400 B	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400 Scanliner	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400 SP	metal tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400 V2	metal tube, wood	
HPH SPOL SRO	Glasflügel 304 eS	composite	
HPH SPOL SRO	Glasflügel 304 MS	composite	
HPH SPOL SRO	Glasflügel 304 S Jet	composite	
KORFF LUFTFAHRT	Taifun 17 E	composite	
KORFF LUFTFAHRT	Taifun 17 E II	composite	
LANGE AVIATION GMBH	E1 Antares	composite	
LANGE AVIATION GMBH	Antares 18T	composite	
M & D FLUGZEUGBAU GMBH	AVO 68 - R "Samburo"	metal tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - R 100 "Samburo"	metal tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - R 115 "Samburo"	metal tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - s "Samburo"	metal tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - v "Samburo"	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 A	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 B	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 C	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 D	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 E	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 K	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 28 A "Tandem-Falke"	metal tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 36 A	composite	
SCHEIBE AIRCRAFT GMBH	SF 36 R	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	ARCUS M	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Arcus T	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Discus bM	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Discus bT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Discus-2cFES	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Discus-2cT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Discus-2T	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Duo Discus T	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Janus CM	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Janus CT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-2M	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-3DM	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-3DT	composite	

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-3T	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-4DM	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-4DT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-4M	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Nimbus-4T	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-bT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-cM	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-cT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-2cM	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-2cT	composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-3M	Composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-3F	Composite	
SCHEMPP-HIRTH FLUGZEUGBAU	Ventus-3T	composite	
SPORTINE AVIACIJA IR KO	LAK-17AT	composite	
SPORTINE AVIACIJA IR KO	LAK-17B FES	composite	
SPORTINE AVIACIJA IR KO	LAK-17B FES mini	Composite	
SPORTINE AVIACIJA IR KO	LAK-19T	composite	
STEMME AG	S6	composite	
STEMME AG	S6-RT	composite	
STEMME AG	Stemme S10	composite	
STEMME AG	Stemme S10-V	composite	
STEMME AG	Stemme S10-VT	composite	
STEMME AG	Stemme S12	composite	
TECHNOFLUG LEICHTFLUGZEUGBAU	CARAT	composite	
TECHNOFLUG LEICHTFLUGZEUGBAU	Piccolo	composite	
TECHNOFLUG LEICHTFLUGZEUGBAU	Piccolo B	composite	
WITHOUT TC HOLDER – ORPHANED	PIK-20 E II F	composite	
WITHOUT TC HOLDER – ORPHANED	PIK-30	composite	
WITHOUT TC HOLDER – ORPHANED	PIK-20 E	composite	
WITHOUT TC HOLDER – ORPHANED	PIK-20 E II	composite	
WITHOUT TC HOLDER – ORPHANED	RF-5 AJ-1 Serrania	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-45A "Ogar"	composite	

GROUP 4 GAS BALLOONS

GROUP 4 GAS BALLOONS		
TC Holder	Model	Note
BALLONBAU WÖRNER GMBH	K-STU/1000	ELA1
BALLONBAU WÖRNER GMBH	K-STU/1260	ELA2
BALLONBAU WÖRNER GMBH	K-STU/1680	ELA2
BALLONBAU WÖRNER GMBH	K-STU/300	ELA1
BALLONBAU WÖRNER GMBH	K-STU/630	ELA1
BALLONBAU WÖRNER GMBH	K-STU/780	ELA1
BALLONBAU WÖRNER GMBH	K-STU/945	ELA1

GROUP 4 GAS BALLOONS		
TC Holder	Model	Note
BALLONBAU WÖRNER GMBH	NL-STU/1000	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/280	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/380	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/510	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/640	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/840	ELA1
CAMERON BALLOONS LIMITED	GB 1000	ELA1
CAMERON BALLOONS LIMITED	TGB 1150	Tethered gas balloon
LINDSTRAND TECHNOLOGIES LTD.	105G	ELA1
LINDSTRAND TECHNOLOGIES LTD.	14M	ELA1
LINDSTRAND TECHNOLOGIES LTD.	203M	ELA2
LINDSTRAND TECHNOLOGIES LTD.	77M	ELA2
WITHOUT TC HOLDER — ORPHANED	K-1050/3-Ri	ELA1
WITHOUT TC HOLDER — ORPHANED	K-1260/3-Ri	ELA2
WITHOUT TC HOLDER — ORPHANED	K-1680/4-Ri	ELA2
WITHOUT TC HOLDER — ORPHANED	K-630/1-Ri	ELA1
WITHOUT TC HOLDER — ORPHANED	K-780/2-Ri	ELA1
WITHOUT TC HOLDER — ORPHANED	K-945/2-Ri	ELA1
AERONAUTICAL CENTER AUGUR	AL-30	ELA2 (Tethered gas balloon)
AEROPHILE SAS	AEROPHILE 5500	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FK-5500/STU	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FKP-STU/280	ELA1 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FKP-STU/380	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FKP-STU/510	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FK-STU/280	ELA1 (Tethered gas balloon)
LINDSTRAND TECHNOLOGIES LTD	197-T (PTB)	Tethered gas balloon
LINDSTRAND TECHNOLOGIES LTD.	203T	ELA2 (Tethered gas balloon)
LINDSTRAND TECHNOLOGIES LTD.	9T	ELA1 (Tethered gas balloon)
LINDSTRAND TECHNOLOGIES LTD.	LBL 203P	ELA2 (Tethered gas balloon)

GROUP 4 HOT-AIR BALLOONS

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
AEROSTAR INTERNATIONAL	CELL	ELA2
AEROSTAR INTERNATIONAL	RX-6	ELA2
AEROSTAR INTERNATIONAL	RX-7	ELA2
AEROSTAR INTERNATIONAL	RX-8	ELA2
AEROSTAR INTERNATIONAL	RX-9	ELA2
AEROSTAR INTERNATIONAL	RXS-8	ELA2
AEROSTAR INTERNATIONAL	S-49A	ELA2
AEROSTAR INTERNATIONAL	S-52A	ELA2
AEROSTAR INTERNATIONAL	S-53A	ELA2
AEROSTAR INTERNATIONAL	S-55A	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
AEROSTAR INTERNATIONAL	S-57A	ELA2
AEROSTAR INTERNATIONAL	S-57S	ELA2
AEROSTAR INTERNATIONAL	S-60A	ELA2
AEROSTAR INTERNATIONAL	S-66A	ELA2
AEROSTAR INTERNATIONAL	S-71A	ELA2
AEROSTAR INTERNATIONAL	S-77A	ELA2
AEROSTAR INTERNATIONAL	W100LB	ELA2
BALLONS CHAIZE	CS 1600 F12	ELA1
BALLONS CHAIZE	CS 1600 F24	ELA1
BALLONS CHAIZE	CS 1800 F12	ELA1
BALLONS CHAIZE	CS 1800 F24	ELA1
BALLONS CHAIZE	CS 2000 F12	ELA1
BALLONS CHAIZE	CS 2000 F24	ELA1
BALLONS CHAIZE	CS 2200 F12	ELA1
BALLONS CHAIZE	CS 2200 F16	ELA1
BALLONS CHAIZE	CS 2200 F24	ELA1
BALLONS CHAIZE	CS 2200 F32	ELA1
BALLONS CHAIZE	CS 3000 F16	ELA1
BALLONS CHAIZE	CS 3000 F32	ELA1
BALLONS CHAIZE	CS 4000 F16	ELA2
BALLONS CHAIZE	CS 4000 F32	ELA2
BALLONS CHAIZE	DC 1800 F16	ELA1
BALLONS CHAIZE	DC 2000 F16	ELA1
BALLONS CHAIZE	DC 2200 F16	ELA1
BALLONS CHAIZE	DC Type	ELA1
BALLONS CHAIZE	JZ 18 F12	ELA1
BALLONS CHAIZE	JZ 18 F24	ELA1
BALLONS CHAIZE	JZ 20 F12	ELA1
BALLONS CHAIZE	JZ 20 F24	ELA1
BALLONS CHAIZE	JZ 22 F12	ELA1
BALLONS CHAIZE	JZ 22 F24	ELA1
BALLONS CHAIZE	JZ 25 F12	ELA1
BALLONS CHAIZE	JZ 25 F16	ELA1
BALLONS CHAIZE	JZ 25 F24	ELA1
BALLONS CHAIZE	JZ 25 F32	ELA1
BALLONS CHAIZE	JZ 30 F16	ELA1
BALLONS CHAIZE	JZ 30 F32	ELA1
BALLONS CHAIZE	JZ 35 F16	ELA2
BALLONS CHAIZE	JZ 35 F32	ELA2
BALLONS CHAIZE	JZ 40 F16	ELA2
BALLONS CHAIZE	JZ 40 F32	ELA2
BALLONS CHAIZE	JZX 18 F12	ELA1
BALLONS CHAIZE	JZX 18 F24	ELA1
BALLONS CHAIZE	JZX 20 F12	ELA1
BALLONS CHAIZE	JZX 20 F24	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
BALLONS CHAIZE	JZX 22 F12	ELA1
BALLONS CHAIZE	JZX 22 F24	ELA1
BALLONS CHAIZE	JZX 25 F12	ELA1
BALLONS CHAIZE	JZX 25 F16	ELA1
BALLONS CHAIZE	JZX 25 F24	ELA1
BALLONS CHAIZE	JZX 25 F32	ELA1
BALLONS CHAIZE	JZX 30 F16	ELA1
BALLONS CHAIZE	JZX 30 F32	ELA1
BALLONS CHAIZE	JZX 35 F16	ELA2
BALLONS CHAIZE	JZX 35 F32	ELA2
BALLONS CHAIZE	JZX 40 F16	ELA2
BALLONS CHAIZE	JZX 40 F32	ELA2
BALLONS CHAIZE	SSHAB Model	ELA1
BALLONS CHAIZE	SW Model	
BALLONS LIBERT S.P.R.L.	L12 2600	ELA1
BALLONS LIBERT S.P.R.L.	L12 3000	ELA1
BALLONS LIBERT S.P.R.L.	L1800	ELA1
BALLONS LIBERT S.P.R.L.	L2200	ELA1
BALLONS LIBERT S.P.R.L.	L2600	ELA1
BALLONS LIBERT S.P.R.L.	L3000	ELA1
BALLONS LIBERT S.P.R.L.	L3000+	ELA1
BALLONS LIBERT S.P.R.L.	L3400	ELA1
BALLONS LIBERT S.P.R.L.	L4000+	ELA2
BALLONS LIBERT S.P.R.L.	L4500	ELA2
BALLONS LIBERT S.P.R.L.	L5000	ELA2
BALLONS LIBERT S.P.R.L.	LC Replica	ELA1
BALLONS LIBERT S.P.R.L.	LC2000	ELA1
BALLONSERVICE UND TECHNIK	Schön-Mars	ELA2
BALLONSERVICE UND TECHNIK	Schön-Neptun	ELA2
BALLONSERVICE UND TECHNIK	Schön-Saturn	ELA2
BALLONSERVICE UND TECHNIK	Schön-Venus	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 2	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 2a	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 8	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 8 N30	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB N22	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB N30	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB O22	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BALL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB D-Type	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB ED-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB E-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB GP-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB N-Type	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB O-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB P-Type	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
BALÓNY KUBÍČEK SPOL. S.R.O.	BB Series	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB XR-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB Z-Type	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB100Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB12	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB120P	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB142P	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB16	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB17GP	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB17XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20E	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20GP	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22E	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22N	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26E	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26N	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB30N	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB30XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB30Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB34Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB37N	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB37Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB40Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB42Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB45N	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB45Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB51Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB60N	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB60Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB70Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB85Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB9	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BEAR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BEMB	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BURGER KING	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	CUBE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	DHL	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
BALÓNY KUBÍČEK SPOL. S.R.O.	FISH	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	FORKLIFT	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	GNOME	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	HEART	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	ICE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JAG	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JAGER	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JAGER 28	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JUPOL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	KATZENKOPF	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	KRIGL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	MONTGOLFIERE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	PHARE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	RABBIT	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	REPLIKA	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	SANTA	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	SHIP	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	SILO	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	SKYBALLS	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	VOSTOK	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	WERA	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	WURST	ELA2
CAMERON BALLOONS LIMITED	105-24	ELA1
CAMERON BALLOONS LIMITED	105A	ELA1
CAMERON BALLOONS LIMITED	120-24	ELA1
CAMERON BALLOONS LIMITED	120A	ELA1
CAMERON BALLOONS LIMITED	140-24	ELA2
CAMERON BALLOONS LIMITED	140A	ELA2
CAMERON BALLOONS LIMITED	150A	ELA2
CAMERON BALLOONS LIMITED	160-24	ELA2
CAMERON BALLOONS LIMITED	160A	ELA2
CAMERON BALLOONS LIMITED	17A	ELA1
CAMERON BALLOONS LIMITED	180-24	ELA2
CAMERON BALLOONS LIMITED	180A	ELA2
CAMERON BALLOONS LIMITED	200-24	ELA2
CAMERON BALLOONS LIMITED	210A	ELA2
CAMERON BALLOONS LIMITED	21A	ELA1
CAMERON BALLOONS LIMITED	220-24	ELA2
CAMERON BALLOONS LIMITED	240-24	ELA2
CAMERON BALLOONS LIMITED	240A	ELA2
CAMERON BALLOONS LIMITED	25A	ELA1
CAMERON BALLOONS LIMITED	260-24	ELA2
CAMERON BALLOONS LIMITED	260A	ELA2
CAMERON BALLOONS LIMITED	26-16	ELA1
CAMERON BALLOONS LIMITED	300A	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	31-24	ELA1
CAMERON BALLOONS LIMITED	315A	ELA2
CAMERON BALLOONS LIMITED	317-24	ELA2
CAMERON BALLOONS LIMITED	31A	ELA1
CAMERON BALLOONS LIMITED	4 Pack-90 (Four Pack-1)	ELA1
CAMERON BALLOONS LIMITED	400-28	ELA2
CAMERON BALLOONS LIMITED	400A	ELA2
CAMERON BALLOONS LIMITED	42A	ELA1
CAMERON BALLOONS LIMITED	500-28	ELA2
CAMERON BALLOONS LIMITED	56-24	ELA1
CAMERON BALLOONS LIMITED	56A	ELA1
CAMERON BALLOONS LIMITED	56B	ELA1
CAMERON BALLOONS LIMITED	65-24	ELA1
CAMERON BALLOONS LIMITED	69A	ELA1
CAMERON BALLOONS LIMITED	70-16	ELA1
CAMERON BALLOONS LIMITED	77-24	ELA1
CAMERON BALLOONS LIMITED	77A	ELA1
CAMERON BALLOONS LIMITED	77B	ELA1
CAMERON BALLOONS LIMITED	80-16	ELA1
CAMERON BALLOONS LIMITED	90-24	ELA1
CAMERON BALLOONS LIMITED	90A	ELA1
CAMERON BALLOONS LIMITED	90B	ELA1
CAMERON BALLOONS LIMITED	A Type Cloudhopper Series	Ref.: Models LBL 21A to LBL 35A
CAMERON BALLOONS LIMITED	A Type Series	Ref.: Models LBL 42A to LBL 500A
CAMERON BALLOONS LIMITED	A-105	ELA1
CAMERON BALLOONS LIMITED	A-120	ELA1
CAMERON BALLOONS LIMITED	A-140	ELA2
CAMERON BALLOONS LIMITED	A-160	ELA2
CAMERON BALLOONS LIMITED	A-180	ELA2
CAMERON BALLOONS LIMITED	A-200	ELA2
CAMERON BALLOONS LIMITED	A-210	ELA2
CAMERON BALLOONS LIMITED	A-250	ELA2
CAMERON BALLOONS LIMITED	A-275	ELA2
CAMERON BALLOONS LIMITED	A-300	ELA2
CAMERON BALLOONS LIMITED	A-315	ELA2
CAMERON BALLOONS LIMITED	A-340	ELA2
CAMERON BALLOONS LIMITED	A-340HL	ELA2
CAMERON BALLOONS LIMITED	A-375	ELA2
CAMERON BALLOONS LIMITED	A-400	ELA2
CAMERON BALLOONS LIMITED	A-415	ELA2
CAMERON BALLOONS LIMITED	A-425LW	ELA2
CAMERON BALLOONS LIMITED	A-450LW	ELA2
CAMERON BALLOONS LIMITED	A-500LW	ELA2
CAMERON BALLOONS LIMITED	A-530	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	A-530LW	ELA2
CAMERON BALLOONS LIMITED	AML-105	ELA1
CAMERON BALLOONS LIMITED	Andrelon Bottle (Bottle-8)	ELA1
CAMERON BALLOONS LIMITED	Apple-120	ELA1
CAMERON BALLOONS LIMITED	Apple-90	ELA1
CAMERON BALLOONS LIMITED	AX10-150-S2	ELA2
CAMERON BALLOONS LIMITED	AX10-160-S1	ELA2
CAMERON BALLOONS LIMITED	AX10-160-S2	ELA2
CAMERON BALLOONS LIMITED	AX10-160Z	ELA2
CAMERON BALLOONS LIMITED	AX10-180-S1	ELA2
CAMERON BALLOONS LIMITED	AX10-180-S2	ELA2
CAMERON BALLOONS LIMITED	AX10-210-S2	ELA2
CAMERON BALLOONS LIMITED	AX11-225-S2	ELA2
CAMERON BALLOONS LIMITED	AX11-250-S2	ELA2
CAMERON BALLOONS LIMITED	AX4-31Z	ELA1
CAMERON BALLOONS LIMITED	AX5-42-S1	ELA1
CAMERON BALLOONS LIMITED	AX5-42Bolt	ELA1
CAMERON BALLOONS LIMITED	AX56-Series 1/SP1	ELA1
CAMERON BALLOONS LIMITED	AX6-56-S1	ELA1
CAMERON BALLOONS LIMITED	AX6-56A	ELA1
CAMERON BALLOONS LIMITED	AX6-56Bolt	ELA1
CAMERON BALLOONS LIMITED	AX6-56Z	ELA1
CAMERON BALLOONS LIMITED	AX7-65-S1	ELA1
CAMERON BALLOONS LIMITED	AX7-65Bolt	ELA1
CAMERON BALLOONS LIMITED	AX7-65Z	ELA1
CAMERON BALLOONS LIMITED	AX7-77-S1	ELA1
CAMERON BALLOONS LIMITED	AX7-77A	ELA1
CAMERON BALLOONS LIMITED	AX7-77Bolt	ELA1
CAMERON BALLOONS LIMITED	AX7-77Z	ELA1
CAMERON BALLOONS LIMITED	AX8-105-S1	ELA1
CAMERON BALLOONS LIMITED	AX8-105-S2	ELA1
CAMERON BALLOONS LIMITED	AX8-105Z	ELA1
CAMERON BALLOONS LIMITED	AX8-84-S1	ELA1
CAMERON BALLOONS LIMITED	AX8-90-S1	ELA1
CAMERON BALLOONS LIMITED	AX8-90-S2	ELA1
CAMERON BALLOONS LIMITED	AX9-120-S1	ELA1
CAMERON BALLOONS LIMITED	AX9-120-S2	ELA1
CAMERON BALLOONS LIMITED	AX9-140-S2	ELA2
CAMERON BALLOONS LIMITED	B Type Series	Ref.: Models LBL 56B to LBL 105B
CAMERON BALLOONS LIMITED	Ball-70	ELA1
CAMERON BALLOONS LIMITED	Ball-77 (Ball-4)	ELA1
CAMERON BALLOONS LIMITED	Baltika-77 (Cylinder-14)	ELA1
CAMERON BALLOONS LIMITED	Battery LR2 (Cylinder-6)	ELA1
CAMERON BALLOONS LIMITED	Bear-72	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Bearskin	ELA1
CAMERON BALLOONS LIMITED	Beer Crate 120 (Box 20)	ELA1
CAMERON BALLOONS LIMITED	Bertie Bassett 90 (St. Fig.10)	ELA1
CAMERON BALLOONS LIMITED	Bibendum 110 (St. Fig. 12)	ELA1
CAMERON BALLOONS LIMITED	Bic Chic 90 (Figure 6)	ELA1
CAMERON BALLOONS LIMITED	Bottle 100 (Bottle 2)	ELA1
CAMERON BALLOONS LIMITED	Bottle 77 (Bottle 6)	ELA1
CAMERON BALLOONS LIMITED	Bowler 90 (Hat 1)	ELA1
CAMERON BALLOONS LIMITED	Bradford/Bingley 90 (Box 9)	ELA1
CAMERON BALLOONS LIMITED	Brandenburger Tor (Box 3)	ELA1
CAMERON BALLOONS LIMITED	Britannia Pig 90 (Quadruped 8)	ELA1
CAMERON BALLOONS LIMITED	Buddy 90 (Figure 7)	ELA1
CAMERON BALLOONS LIMITED	Bulb 65 Light (Bulb 1)	ELA1
CAMERON BALLOONS LIMITED	Bull 110 (Quadruped 12)	ELA1
CAMERON BALLOONS LIMITED	Bunch 100	ELA1
CAMERON BALLOONS LIMITED	Bunny 90 (Standing Figure 7)	ELA1
CAMERON BALLOONS LIMITED	Burger King (Burger 1)	ELA1
CAMERON BALLOONS LIMITED	Bus 90	ELA1
CAMERON BALLOONS LIMITED	C Type Series	Ref.: Models LBL 400C to 600C
CAMERON BALLOONS LIMITED	C 100	ELA1
CAMERON BALLOONS LIMITED	C 60	ELA1
CAMERON BALLOONS LIMITED	C 70	ELA1
CAMERON BALLOONS LIMITED	C 80	ELA1
CAMERON BALLOONS LIMITED	C 90	ELA1
CAMERON BALLOONS LIMITED	Cabin	ELA1
CAMERON BALLOONS LIMITED	Calling Card 110 (Box 10)	ELA1
CAMERON BALLOONS LIMITED	CameronBox 105 (Telef.häuschen)	ELA1
CAMERON BALLOONS LIMITED	Can 120 (Cylinder 16)	ELA1
CAMERON BALLOONS LIMITED	Can 60 (Barrel 60)	ELA1
CAMERON BALLOONS LIMITED	Can 77 (Cylinder 10)	ELA1
CAMERON BALLOONS LIMITED	Carrots 80	ELA1
CAMERON BALLOONS LIMITED	Cart (Box 6)	ELA1
CAMERON BALLOONS LIMITED	Chateau 84 (House 1)	ELA1
CAMERON BALLOONS LIMITED	Cheese 82 (Horizontal Cylinder)	ELA1
CAMERON BALLOONS LIMITED	Chicken 105 (Bird 2)	ELA1
CAMERON BALLOONS LIMITED	Cider Bottle 120 (Cylinder 9)	ELA1
CAMERON BALLOONS LIMITED	Clown Standing (Figure 6)	ELA1
CAMERON BALLOONS LIMITED	Club 90	ELA1
CAMERON BALLOONS LIMITED	Cockerel 130 (Bird 7)	ELA2 (Volume 3 681 m3)
CAMERON BALLOONS LIMITED	Coffee Jug 90 (Jug 1)	ELA1
CAMERON BALLOONS LIMITED	Cola Can 90 (Cylinder 12)	ELA1
CAMERON BALLOONS LIMITED	Colt 'Bullet' Type	Ref.: Models 56B to 77B
CAMERON BALLOONS LIMITED	Colt 56 Satzenbrau Bottle	ELA1
CAMERON BALLOONS LIMITED	Colt A Type	Ref.: Models 17A to 400A
CAMERON BALLOONS LIMITED	Colt Ariel Bottle (Bottle 1)	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Colt Beer Glass	ELA1
CAMERON BALLOONS LIMITED	Colt Beetle 105 (Car 3)	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle 10	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle 11	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle 12	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle 13	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle 14	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle 90 (Bottle 5)	ELA1
CAMERON BALLOONS LIMITED	Colt Can 110 (Cylinder 15)	ELA1
CAMERON BALLOONS LIMITED	Colt Clown (Standing Figure 2)	ELA1
CAMERON BALLOONS LIMITED	Colt Cylinder One	ELA1
CAMERON BALLOONS LIMITED	Colt Film Can (Cylinder 5)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Book (Box 2)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Head	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Hut	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Jeans	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Kiwi	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Lager (Bottle 2)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Mitt	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Open Book (Box 5)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Pig (Quadruped 6)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Shuttlecock (Cone	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Whiskey (Bottle 3)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Yacht	ELA1
CAMERON BALLOONS LIMITED	Colt Golf Ball 90 (Ball 2)	ELA1
CAMERON BALLOONS LIMITED	Colt Jumbo 2	ELA1
CAMERON BALLOONS LIMITED	Colt Mickey Mouse (Wimi 3)	ELA1
CAMERON BALLOONS LIMITED	Colt Pils Bottle (Bottle 12)	ELA1
CAMERON BALLOONS LIMITED	Colt Santa Claus (St. Fig. 4)	ELA1
CAMERON BALLOONS LIMITED	Colt World 90	ELA1
CAMERON BALLOONS LIMITED	Condom 105 (Cylinder 18)	ELA1
CAMERON BALLOONS LIMITED	Cooling Tower 80 (Cylinder 2)	ELA1
CAMERON BALLOONS LIMITED	Cork 105	ELA1
CAMERON BALLOONS LIMITED	Cork 116	ELA1
CAMERON BALLOONS LIMITED	Cork 82	ELA1
CAMERON BALLOONS LIMITED	Cow 105 (Quadruped 2)	ELA1
CAMERON BALLOONS LIMITED	Cow 110 (Quadruped 5)	ELA2 (Volume 5 947 m^3)
CAMERON BALLOONS LIMITED	Cube 105	ELA1
CAMERON BALLOONS LIMITED	Cup 110 (Urn 1)	ELA1
CAMERON BALLOONS LIMITED	Cup 90 (F.A.)	ELA1
CAMERON BALLOONS LIMITED	Dinosaur 80 (Quadruped 1)	ELA1
CAMERON BALLOONS LIMITED	Dodo 105 (Bird 8)	ELA1
CAMERON BALLOONS LIMITED	Doll 105 Standing (Figure 8)	ELA1
CAMERON BALLOONS LIMITED	Doll 90 (Cylinder 3)	ELA1
CAMERON BALLOONS LIMITED	Donald 97 (Head 10)	ELA1
CAMERON BALLOONS LIMITED	Double Cow 110 (Quadruped 10)	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Douglas 110 (Figure 5)	ELA2 (Volume 3 541 m^3)
CAMERON BALLOONS LIMITED	Dragon (Quadruped 4)	ELA1
CAMERON BALLOONS LIMITED	Drop 180	ELA2 (Volume 5 098 m^3)
CAMERON BALLOONS LIMITED	Drop 95	ELA1
CAMERON BALLOONS LIMITED	Dude 90	ELA1
CAMERON BALLOONS LIMITED	Eagle 110 (Bird 5)	ELA1
CAMERON BALLOONS LIMITED	Eagle 95 (Bird 4)	ELA1
CAMERON BALLOONS LIMITED	EB 90 (Glass 3)	ELA1
CAMERON BALLOONS LIMITED	Egg 120	ELA1
CAMERON BALLOONS LIMITED	Egg 65	ELA1
CAMERON BALLOONS LIMITED	Egg 89	ELA1
CAMERON BALLOONS LIMITED	Elephant 77	ELA1
CAMERON BALLOONS LIMITED	F.R. Ball	ELA1
CAMERON BALLOONS LIMITED	Film Can 90 (Cylinder 7)	ELA1
CAMERON BALLOONS LIMITED	Fire Truck 100	ELA1
CAMERON BALLOONS LIMITED	Fire 90 (Cylinder 11)	ELA1
CAMERON BALLOONS LIMITED	Flame 95	ELA1
CAMERON BALLOONS LIMITED	Flying Beer Glass (Cylinder 4)	ELA1
CAMERON BALLOONS LIMITED	Flying Castle	ELA1
CAMERON BALLOONS LIMITED	Flying Coffee Jar (Cylinder 8)	ELA1
CAMERON BALLOONS LIMITED	Flying Cow 110 (Quadruped 11)	ELA1
CAMERON BALLOONS LIMITED	Flying Ice Cream Cone (Cone 2)	ELA1
CAMERON BALLOONS LIMITED	Flying Lager Bottle (Bottle 4)	ELA1
CAMERON BALLOONS LIMITED	Flying Piggy Bank (House 2)	ELA1
CAMERON BALLOONS LIMITED	Flying Windmill	ELA1
CAMERON BALLOONS LIMITED	Football 120 (Sphere 120)	ELA1
CAMERON BALLOONS LIMITED	Fork Lift 105	ELA1
CAMERON BALLOONS LIMITED	Freddo 105 (Standing Figure 13)	ELA1
CAMERON BALLOONS LIMITED	Frog 90 (Quadruped 7)	ELA1
CAMERON BALLOONS LIMITED	Furness 56 Building	ELA1
CAMERON BALLOONS LIMITED	Golf Ball 76 (Ball 1)	ELA1
CAMERON BALLOONS LIMITED	GosserMug90/Bierkrug90	ELA1
CAMERON BALLOONS LIMITED	GP 65	ELA1
CAMERON BALLOONS LIMITED	GP 70	ELA1
CAMERON BALLOONS LIMITED	G Rail 90 (Standing Figure 16)	ELA1
CAMERON BALLOONS LIMITED	Grand Illusion (Figure 3)	ELA2 (Volume 3 535 m^3)
CAMERON BALLOONS LIMITED	Graz Box 110 (Box 19)	ELA1
CAMERON BALLOONS LIMITED	Grolsch 105 (Bottle 7)	ELA1
CAMERON BALLOONS LIMITED	H 20	ELA1
CAMERON BALLOONS LIMITED	H 24	ELA1
CAMERON BALLOONS LIMITED	H 34	ELA1
CAMERON BALLOONS LIMITED	Hard Hat 90 (Hat 2)	ELA1
CAMERON BALLOONS LIMITED	Harley 78 (Motor Bike 1)	ELA1
CAMERON BALLOONS LIMITED	Head 2 120	ELA1
CAMERON BALLOONS LIMITED	Head One 105	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Head 90 (Head 15)	ELA1
CAMERON BALLOONS LIMITED	Heart 100	ELA1
CAMERON BALLOONS LIMITED	Heart 120	ELA1
CAMERON BALLOONS LIMITED	Helmet 120 (Head 16)	ELA1
CAMERON BALLOONS LIMITED	Hex Glass 84 (Glass 2)	ELA1
CAMERON BALLOONS LIMITED	Home Special 105 (House 3)	ELA1
CAMERON BALLOONS LIMITED	Horse 90 (Quadruped 3)	ELA1
CAMERON BALLOONS LIMITED	House 60	ELA1
CAMERON BALLOONS LIMITED	Ikea 120 (Heart/Box 120)	ELA1
CAMERON BALLOONS LIMITED	Inverted Balloon 105	ELA1
CAMERON BALLOONS LIMITED	Inverted Balloon 78	ELA1
CAMERON BALLOONS LIMITED	Katalog 82 (Box 4)	ELA1
CAMERON BALLOONS LIMITED	Kindernet Dog 100 (St. Fig. 14)	ELA1
CAMERON BALLOONS LIMITED	Kookaburra 120 (Bird 6)	ELA1
CAMERON BALLOONS LIMITED	Krush Bottle 106 (Bottle 7)	ELA1
CAMERON BALLOONS LIMITED	L Type Series	Refers to Model LBL 48L
CAMERON BALLOONS LIMITED	LBL 105A	ELA1
CAMERON BALLOONS LIMITED	LBL 105B	ELA1
CAMERON BALLOONS LIMITED	LBL 120A	ELA1
CAMERON BALLOONS LIMITED	LBL 140A	ELA2
CAMERON BALLOONS LIMITED	LBL 150A	ELA2
CAMERON BALLOONS LIMITED	LBL 160A	ELA2
CAMERON BALLOONS LIMITED	LBL 180A	ELA2
CAMERON BALLOONS LIMITED	LBL 210A	ELA2
CAMERON BALLOONS LIMITED	LBL 210S	ELA2
CAMERON BALLOONS LIMITED	LBL 21A	ELA1
CAMERON BALLOONS LIMITED	LBL 240A	ELA2
CAMERON BALLOONS LIMITED	LBL 25A	ELA1
CAMERON BALLOONS LIMITED	LBL 260A	ELA2
CAMERON BALLOONS LIMITED	LBL 260S	ELA2
CAMERON BALLOONS LIMITED	LBL 310A	ELA2
CAMERON BALLOONS LIMITED	LBL 317A	ELA2
CAMERON BALLOONS LIMITED	LBL 317S	ELA2
CAMERON BALLOONS LIMITED	LBL 31A	ELA1
CAMERON BALLOONS LIMITED	LBL 330A	ELA2
CAMERON BALLOONS LIMITED	LBL 35A	ELA1
CAMERON BALLOONS LIMITED	LBL 360A	ELA2
CAMERON BALLOONS LIMITED	LBL 400A	ELA2
CAMERON BALLOONS LIMITED	LBL 400C	ELA2
CAMERON BALLOONS LIMITED	LBL 425A	ELA2
CAMERON BALLOONS LIMITED	LBL 42A	ELA1
CAMERON BALLOONS LIMITED	LBL 450A	ELA2
CAMERON BALLOONS LIMITED	LBL 48L	ELA1
CAMERON BALLOONS LIMITED	LBL 500A	ELA2
CAMERON BALLOONS LIMITED	LBL 500C	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	LBL 56A	ELA1
CAMERON BALLOONS LIMITED	LBL 56B	ELA1
CAMERON BALLOONS LIMITED	LBL 600C	ELA2
CAMERON BALLOONS LIMITED	LBL 60A	ELA1
CAMERON BALLOONS LIMITED	LBL 60X	ELA1
CAMERON BALLOONS LIMITED	LBL 69A	ELA1
CAMERON BALLOONS LIMITED	LBL 69B	ELA1
CAMERON BALLOONS LIMITED	LBL 69X	ELA1
CAMERON BALLOONS LIMITED	LBL 77A	ELA1
CAMERON BALLOONS LIMITED	LBL 77B	ELA1
CAMERON BALLOONS LIMITED	LBL 77X	ELA1
CAMERON BALLOONS LIMITED	LBL 90A	ELA1
CAMERON BALLOONS LIMITED	LBL 90B	ELA1
CAMERON BALLOONS LIMITED	LBL Armchair	ELA1
CAMERON BALLOONS LIMITED	LBL Baby Bel	ELA1
CAMERON BALLOONS LIMITED	LBL Bananas	ELA1
CAMERON BALLOONS LIMITED	LBL Battery	ELA1
CAMERON BALLOONS LIMITED	LBL Bear	ELA1
CAMERON BALLOONS LIMITED	LBL Box	ELA1
CAMERON BALLOONS LIMITED	LBL Bulb	ELA1
CAMERON BALLOONS LIMITED	LBL Cake	ELA1
CAMERON BALLOONS LIMITED	LBL Cornetto	ELA1
CAMERON BALLOONS LIMITED	LBL Dog	ELA1
CAMERON BALLOONS LIMITED	LBL Dreher Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL Drinks Can	ELA1
CAMERON BALLOONS LIMITED	LBL Flowers	ELA1
CAMERON BALLOONS LIMITED	LBL Flying M	ELA1
CAMERON BALLOONS LIMITED	LBL Flying Pig	ELA1
CAMERON BALLOONS LIMITED	LBL Four	ELA1
CAMERON BALLOONS LIMITED	LBL Fruit Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL House	ELA1
CAMERON BALLOONS LIMITED	LBL Ice Cream Cone	ELA1
CAMERON BALLOONS LIMITED	LBL J and B Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL Lion	ELA1
CAMERON BALLOONS LIMITED	LBL Lozenge	ELA1
CAMERON BALLOONS LIMITED	LBL Man	ELA1
CAMERON BALLOONS LIMITED	LBL Motorbike	ELA2 (Volume 4 816 m^3)
CAMERON BALLOONS LIMITED	LBL Newspaper	ELA1
CAMERON BALLOONS LIMITED	LBL Octopus	ELA1
CAMERON BALLOONS LIMITED	LBL Oriental Duck	ELA1
CAMERON BALLOONS LIMITED	LBL Pharmacist	ELA1
CAMERON BALLOONS LIMITED	LBL Pink Panther	ELA1
CAMERON BALLOONS LIMITED	LBL Pop Can	ELA1
CAMERON BALLOONS LIMITED	LBL Racing Car	ELA1
CAMERON BALLOONS LIMITED	LBL RR21	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	LBL Salami	ELA1
CAMERON BALLOONS LIMITED	LBL Saloon Car	ELA1
CAMERON BALLOONS LIMITED	LBL Stove	ELA1
CAMERON BALLOONS LIMITED	LBL Sun	ELA1
CAMERON BALLOONS LIMITED	LBL Syrup Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL Telewest Sphere	ELA1
CAMERON BALLOONS LIMITED	LBL Triangle	ELA1
CAMERON BALLOONS LIMITED	LBL Tulips	ELA1
CAMERON BALLOONS LIMITED	Light Bulb 110 (Light Bulb 2)	ELA1
CAMERON BALLOONS LIMITED	Lindstrand X Type	Ref.: Models LBL 60X to LBL 77X
CAMERON BALLOONS LIMITED	Lips 90	ELA1
CAMERON BALLOONS LIMITED	Loco 105 (Locomotive 1)	ELA1
CAMERON BALLOONS LIMITED	LTSB 90 (Box 14)	ELA1
CAMERON BALLOONS LIMITED	Macaw 90 (Bird 1)	ELA1
CAMERON BALLOONS LIMITED	Maple Leaf 95	ELA1
CAMERON BALLOONS LIMITED	Mickey 90 (Wimi 1)	ELA1
CAMERON BALLOONS LIMITED	Mikey 90 (Head 13)	ELA1
CAMERON BALLOONS LIMITED	Minion 105 (Cylinder 19)	ELA1
CAMERON BALLOONS LIMITED	Modified Sugar Box 90 (Box 21)	ELA1
CAMERON BALLOONS LIMITED	Monster 110 (Head 12)	ELA1
CAMERON BALLOONS LIMITED	Monster Truck 105	ELA1
CAMERON BALLOONS LIMITED	Mountie 120 (Quadruped 9)	ELA1
CAMERON BALLOONS LIMITED	Mug 90 (Cylinder 13)	ELA1
CAMERON BALLOONS LIMITED	N 100	ELA1
CAMERON BALLOONS LIMITED	N 105	ELA1
CAMERON BALLOONS LIMITED	N 120	ELA1
CAMERON BALLOONS LIMITED	N 120 Fox	ELA1
CAMERON BALLOONS LIMITED	N120MW	ELA1
CAMERON BALLOONS LIMITED	N 120SP (Robijn)	ELA1
CAMERON BALLOONS LIMITED	N 133	ELA2
CAMERON BALLOONS LIMITED	N 145	ELA2
CAMERON BALLOONS LIMITED	N 160	ELA2
CAMERON BALLOONS LIMITED	N 180	ELA2
CAMERON BALLOONS LIMITED	N 210	ELA2
CAMERON BALLOONS LIMITED	N 31	ELA1
CAMERON BALLOONS LIMITED	N 42	ELA1
CAMERON BALLOONS LIMITED	N 56	ELA1
CAMERON BALLOONS LIMITED	N 65	ELA1
CAMERON BALLOONS LIMITED	N 70	ELA1
CAMERON BALLOONS LIMITED	N 77	ELA1
CAMERON BALLOONS LIMITED	N 90	ELA1
CAMERON BALLOONS LIMITED	N 90 Nail	ELA1
CAMERON BALLOONS LIMITED	N 90 Nivea	ELA1
CAMERON BALLOONS LIMITED	Newspaper 90 (Cone 3)	ELA1
CAMERON BALLOONS LIMITED	Nissan Micra (Car 1)	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Nudie 90 (Standing Figure 15)	ELA1
CAMERON BALLOONS LIMITED	O 105	ELA1
CAMERON BALLOONS LIMITED	O 120	ELA1
CAMERON BALLOONS LIMITED	O 140	ELA2
CAMERON BALLOONS LIMITED	O 160	ELA2
CAMERON BALLOONS LIMITED	O 26	ELA1
CAMERON BALLOONS LIMITED	O 31	ELA1
CAMERON BALLOONS LIMITED	O 42	ELA1
CAMERON BALLOONS LIMITED	O 56	ELA1
CAMERON BALLOONS LIMITED	O 65	ELA1
CAMERON BALLOONS LIMITED	O 77	ELA1
CAMERON BALLOONS LIMITED	O 84	ELA1
CAMERON BALLOONS LIMITED	O 90	ELA1
CAMERON BALLOONS LIMITED	Obelix 90 (Figure 8)	ELA1
CAMERON BALLOONS LIMITED	Onion 105	ELA1
CAMERON BALLOONS LIMITED	Orange Box 115 (Box 17)	ELA1
CAMERON BALLOONS LIMITED	Orange 120	ELA2 (Volume 3 436 m^3)
CAMERON BALLOONS LIMITED	Otti 34	ELA1
CAMERON BALLOONS LIMITED	Pack 130 (Box 18)	ELA2 (Volume 3 681 m^3)
CAMERON BALLOONS LIMITED	Paint Can 115 (Cylinder 17)	ELA1
CAMERON BALLOONS LIMITED	Parachutist 110 (Figure 4)	ELA1
CAMERON BALLOONS LIMITED	Peacock 90 (Bird 3)	ELA1
CAMERON BALLOONS LIMITED	Pipe 105 (Standing Figure 9)	ELA1
CAMERON BALLOONS LIMITED	PM 80 (Bottle 9)	ELA1
CAMERON BALLOONS LIMITED	Pot 180 (Cylinder 20)	ELA2 (Volume 5 098 m^3)
CAMERON BALLOONS LIMITED	Pot 90	ELA1
CAMERON BALLOONS LIMITED	Printer 105 (Box 15)	ELA1
CAMERON BALLOONS LIMITED	Pylon 80 (Figure 2)	ELA1
CAMERON BALLOONS LIMITED	R 200	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	R 210	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	R 270	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	R 450	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	R 550	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	R 77	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	R 90	ELA2 (Mixed Gas / Hot Air Balloons)
CAMERON BALLOONS LIMITED	Racing Car 110 (Car 4)	ELA1
CAMERON BALLOONS LIMITED	Raindrop 77	ELA1
CAMERON BALLOONS LIMITED	Robijn N 133	ELA2 (Volume 3 767 m^3)
CAMERON BALLOONS LIMITED	Ronald 105 (Standing Figure 11)	ELA1
CAMERON BALLOONS LIMITED	RTW 120	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Rugby 90 (Ball 3)	ELA1
CAMERON BALLOONS LIMITED	Rupert Bear 90 (Standing Figure 5)	ELA1
CAMERON BALLOONS LIMITED	RX 100	ELA1
CAMERON BALLOONS LIMITED	RX 105	ELA1
CAMERON BALLOONS LIMITED	RX 120 Replica	ELA1
CAMERON BALLOONS LIMITED	S Can 100	ELA1
CAMERON BALLOONS LIMITED	S Type Series	Ref.: LBL 210S to 317S
CAMERON BALLOONS LIMITED	Sarotti 105 (Standing Figure 3)	ELA1
CAMERON BALLOONS LIMITED	Saturn 110 (Sphere 110)	ELA1
CAMERON BALLOONS LIMITED	Saucer 80	ELA1
CAMERON BALLOONS LIMITED	Ship 90	ELA1
CAMERON BALLOONS LIMITED	Shoe 90 (Shoe 1)	ELA1
CAMERON BALLOONS LIMITED	Shopping Bag 120 (Box 7)	ELA1
CAMERON BALLOONS LIMITED	Sign 90 (Box 11)	ELA1
CAMERON BALLOONS LIMITED	Sim Card 120	ELA1
CAMERON BALLOONS LIMITED	Sky 16 Series	Ref.: Sky Models 25 16 to 80 16
CAMERON BALLOONS LIMITED	Sky 24 Series	Ref.: Sky Models 31 24 to 317 24
CAMERON BALLOONS LIMITED	Sky 28 Series	Ref.: Sky Models 400 28 to 500 28
CAMERON BALLOONS LIMITED	Skywhale 110	ELA1
CAMERON BALLOONS LIMITED	Smurf 2 (Head 11)	ELA1
CAMERON BALLOONS LIMITED	Snacpac 90	ELA1
CAMERON BALLOONS LIMITED	Sonic 90 (Figure 1)	ELA1
CAMERON BALLOONS LIMITED	Spaceship 110	ELA1
CAMERON BALLOONS LIMITED	Sparkasse Box 90 (Box 12)	ELA1
CAMERON BALLOONS LIMITED	Special Shape Hot Air Balloons	Ref.: Cameron special shape models - 4 Pack 90 (Four Pack 1), etc.
CAMERON BALLOONS LIMITED	Special Shape Hot Air Balloons LBL	Ref.: LBL Special shape models - Armchair, etc.
CAMERON BALLOONS LIMITED	Sphere 105	ELA1
CAMERON BALLOONS LIMITED	Sport 50	ELA1
CAMERON BALLOONS LIMITED	Sport 60	ELA1
CAMERON BALLOONS LIMITED	Sport 70	ELA1
CAMERON BALLOONS LIMITED	Sport 80	ELA1
CAMERON BALLOONS LIMITED	Sport 90	ELA1
CAMERON BALLOONS LIMITED	Sports Car 110 (Car 2)	ELA1
CAMERON BALLOONS LIMITED	Standing Bear 105	ELA1
CAMERON BALLOONS LIMITED	Startac 105	ELA1
CAMERON BALLOONS LIMITED	Sugar Box 90 (Box 16)	ELA1
CAMERON BALLOONS LIMITED	Sultan 80 (Standing Figure 1)	ELA1
CAMERON BALLOONS LIMITED	Super FMG 100	ELA1
CAMERON BALLOONS LIMITED	Thomas 110 (Locomotive 2)	ELA1
CAMERON BALLOONS LIMITED	Thunder 'Bolt' Type	Ref.: Models AX5 42Bolt to AX7 77Bolt

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Thunder A Type	Ref.: Models AX6-56A and AX7-77A
CAMERON BALLOONS LIMITED	Thunder AX-Series S1	Ref.: Models AX5-42S1 to AX10-180S1
CAMERON BALLOONS LIMITED	Thunder AX-Series S2	Ref.: Models AX8-90S2 to AX11-250S2
CAMERON BALLOONS LIMITED	Thunder Forklift-90	ELA1
CAMERON BALLOONS LIMITED	Thunder Z Type	Ref.: Model AX4-31Z to AX10-160Z
CAMERON BALLOONS LIMITED	Tiger-90	ELA1
CAMERON BALLOONS LIMITED	Tissue Pack-100 (Four Pack-2)	ELA1
CAMERON BALLOONS LIMITED	TR-60	ELA1
CAMERON BALLOONS LIMITED	TR-65	ELA1
CAMERON BALLOONS LIMITED	TR-70	ELA1
CAMERON BALLOONS LIMITED	TR-77	ELA1
CAMERON BALLOONS LIMITED	TR-84	ELA1
CAMERON BALLOONS LIMITED	TR-84S1	ELA1
CAMERON BALLOONS LIMITED	TR-84S2	ELA1
CAMERON BALLOONS LIMITED	Trivial Pursuit (Box-1)	ELA1
CAMERON BALLOONS LIMITED	Truck-56	ELA1
CAMERON BALLOONS LIMITED	Truck-72	ELA1
CAMERON BALLOONS LIMITED	Tub-80	ELA1
CAMERON BALLOONS LIMITED	Turtle-120 (Quadruped-13)	ELA1
CAMERON BALLOONS LIMITED	TV-80 (Box-8)	ELA1
CAMERON BALLOONS LIMITED	Tyre-100 (Horizontal Cylinder-2)	ELA1
CAMERON BALLOONS LIMITED	Unox-110 (Hat-3)	ELA1
CAMERON BALLOONS LIMITED	V-31	ELA1
CAMERON BALLOONS LIMITED	V-42	ELA1
CAMERON BALLOONS LIMITED	V-56	ELA1
CAMERON BALLOONS LIMITED	V-65	ELA1
CAMERON BALLOONS LIMITED	V-77	ELA1
CAMERON BALLOONS LIMITED	V-90	ELA1
CAMERON BALLOONS LIMITED	Van Gogh-110 Head-14	ELA1
CAMERON BALLOONS LIMITED	Van-110	ELA1
CAMERON BALLOONS LIMITED	Wallaby-42	ELA1
CAMERON BALLOONS LIMITED	Watch-75	ELA1
CAMERON BALLOONS LIMITED	Waving Flag-105	ELA1
CAMERON BALLOONS LIMITED	Waving Flag-90	ELA1
CAMERON BALLOONS LIMITED	Whisky Bottle-90 (Bottle-6)	ELA1
CAMERON BALLOONS LIMITED	Wimi Airbus-90 (Wimi-2)	ELA1
CAMERON BALLOONS LIMITED	Wine Box-90 (Box-13)	ELA1
CAMERON BALLOONS LIMITED	Z-105	ELA1
CAMERON BALLOONS LIMITED	Z-120	ELA1
CAMERON BALLOONS LIMITED	Z-133	ELA2
CAMERON BALLOONS LIMITED	Z-140	ELA2
CAMERON BALLOONS LIMITED	Z-145	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Z-150	ELA2
CAMERON BALLOONS LIMITED	Z-160	ELA2
CAMERON BALLOONS LIMITED	Z-180	ELA2
CAMERON BALLOONS LIMITED	Z-210	ELA2
CAMERON BALLOONS LIMITED	Z-225	ELA2
CAMERON BALLOONS LIMITED	Z-250	ELA2
CAMERON BALLOONS LIMITED	Z-275	ELA2
CAMERON BALLOONS LIMITED	Z-31	ELA1
CAMERON BALLOONS LIMITED	Z-315	ELA2
CAMERON BALLOONS LIMITED	Z-350	ELA2
CAMERON BALLOONS LIMITED	Z-375	ELA2
CAMERON BALLOONS LIMITED	Z-400	ELA2
CAMERON BALLOONS LIMITED	Z-42	ELA1
CAMERON BALLOONS LIMITED	Z-425LW	ELA2
CAMERON BALLOONS LIMITED	Z-450	ELA2
CAMERON BALLOONS LIMITED	Z-450Z	ELA2
CAMERON BALLOONS LIMITED	Z-56	ELA1
CAMERON BALLOONS LIMITED	Z-600	ELA2
CAMERON BALLOONS LIMITED	Z-65	ELA1
CAMERON BALLOONS LIMITED	Z-69	ELA1
CAMERON BALLOONS LIMITED	Z-750	ELA2
CAMERON BALLOONS LIMITED	Z-77	ELA1
CAMERON BALLOONS LIMITED	Z-90	ELA1
HEAD BALLOONS	AX7-77	ELA2
HEAD BALLOONS	AX7-77b	ELA2
HEAD BALLOONS	AX8-105	ELA2
HEAD BALLOONS	AX8-88	ELA2
HEAD BALLOONS	AX8-88b	ELA2
HEAD BALLOONS	AX9-118	ELA2
JR AEROSPORTS LTD	Firefly 10	ELA2
JR AEROSPORTS LTD	Firefly 11	ELA2
JR AEROSPORTS LTD	Firefly 11B	ELA2
JR AEROSPORTS LTD	Firefly 5	ELA2
JR AEROSPORTS LTD	Firefly 6	ELA2
JR AEROSPORTS LTD	Firefly 6B	ELA2
JR AEROSPORTS LTD	Firefly 6B-15	ELA2
JR AEROSPORTS LTD	Firefly 7	ELA2
JR AEROSPORTS LTD	Firefly 7-15	ELA2
JR AEROSPORTS LTD	Firefly 7B	ELA2
JR AEROSPORTS LTD	Firefly 7B-15	ELA2
JR AEROSPORTS LTD	Firefly 8	ELA2
JR AEROSPORTS LTD	Firefly 8-24	ELA2
JR AEROSPORTS LTD	Firefly 8B	ELA2
JR AEROSPORTS LTD	Firefly 8B-15	ELA2
JR AEROSPORTS LTD	Firefly 9	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
JR AEROSPORTS LTD	Firefly 9B-15	ELA2
JR AEROSPORTS LTD	Firefly B7	ELA2
JR AEROSPORTS LTD	Firefly Bottle	ELA2
JR AEROSPORTS LTD	Firefly C7	ELA2
JR AEROSPORTS LTD	Firefly C7B	ELA2
JR AEROSPORTS LTD	Firefly C8	ELA2
JR AEROSPORTS LTD	Galaxy 7	ELA2
JR AEROSPORTS LTD	Galaxy 8	ELA2
JR AEROSPORTS LTD	Galaxy 9	ELA2
KAVANAGH INVESTMENT TRUST	B-105	ELA1
KAVANAGH INVESTMENT TRUST	B-350	ELA2
KAVANAGH INVESTMENT TRUST	B-400	ELA2
KAVANAGH INVESTMENT TRUST	B-77	ELA1
KAVANAGH INVESTMENT TRUST	C-56	ELA1
KAVANAGH INVESTMENT TRUST	C-65	ELA1
KAVANAGH INVESTMENT TRUST	C-77	ELA1
KAVANAGH INVESTMENT TRUST	D-105	ELA1
KAVANAGH INVESTMENT TRUST	D-77	ELA1
KAVANAGH INVESTMENT TRUST	D-84	ELA1
KAVANAGH INVESTMENT TRUST	D-90	ELA1
KAVANAGH INVESTMENT TRUST	E-120	ELA1
KAVANAGH INVESTMENT TRUST	E-140	ELA2
KAVANAGH INVESTMENT TRUST	E-160	ELA2
KAVANAGH INVESTMENT TRUST	E-180	ELA2
KAVANAGH INVESTMENT TRUST	E-210	ELA2
KAVANAGH INVESTMENT TRUST	E-240	ELA2
KAVANAGH INVESTMENT TRUST	E-260	ELA2
KAVANAGH INVESTMENT TRUST	E-300	ELA2
KAVANAGH INVESTMENT TRUST	EX-65	ELA1
KAVANAGH INVESTMENT TRUST	G-450	ELA2
LINDSTRAND TECHNOLOGIES LTD.	70	ELA1
LINDSTRAND TECHNOLOGIES LTD.	80	ELA1
LINDSTRAND TECHNOLOGIES LTD.	90	ELA1
LINDSTRAND TECHNOLOGIES LTD.	105	ELA1
LINDSTRAND TECHNOLOGIES LTD.	120	ELA1
LINDSTRAND TECHNOLOGIES LTD.	150	ELA2
LINDSTRAND TECHNOLOGIES LTD.	180	ELA2
LINDSTRAND TECHNOLOGIES LTD.	Lindstrand Racer Series	ELA1
LINDSTRAND TECHNOLOGIES LTD.	Lindstrand Series 1	ELA2
LINDSTRAND TECHNOLOGIES LTD.	LTL Series Special	ELA2
LINDSTRAND TECHNOLOGIES LTD.	SR-56	ELA1
LINDSTRAND TECHNOLOGIES LTD.	SR-65	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-10	ELA2
NOTHEISZ BALLOONS HUNGARY Kft.	AX-6	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-7	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
NOTHEISZ BALLOONS HUNGARY Kft.	AX-8	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-9	ELA2
NOUVELLE MANUFACT. D'AEROSTATS	MA 18	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 22	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 26	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 30	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 35	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 40	ELA2
SUP AIR BALLON EGYESŰLET	B-AX-8	ELA1
SUP AIR BALLON EGYESŰLET	C-AX-9	ELA2
SUP AIR BALLON EGYESŰLET	D-AX-5	ELA1
SUP AIR BALLON EGYESŰLET	E-AX-10	ELA2
SUP AIR BALLON EGYESŰLET	F-AX-7	ELA1
THEO SCHROEDER FIRE BALLOONS	Auto	ELA2
THEO SCHROEDER FIRE BALLOONS	Bierglas	ELA1
THEO SCHROEDER FIRE BALLOONS	Cat	ELA1
THEO SCHROEDER FIRE BALLOONS	Clown-Kopf	ELA1
THEO SCHROEDER FIRE BALLOONS	Erdbeere	ELA1
THEO SCHROEDER FIRE BALLOONS	Fire Balloons G	ELA2
THEO SCHROEDER FIRE BALLOONS	Gasbehälter	ELA1
THEO SCHROEDER FIRE BALLOONS	Gasflasche	ELA1
THEO SCHROEDER FIRE BALLOONS	Gutfried	ELA1
THEO SCHROEDER FIRE BALLOONS	Kasper	ELA2
THEO SCHROEDER FIRE BALLOONS	Kater	ELA1
THEO SCHROEDER FIRE BALLOONS	Katze	ELA1
THEO SCHROEDER FIRE BALLOONS	Kopf	ELA1
THEO SCHROEDER FIRE BALLOONS	Kopfhörer	ELA2
THEO SCHROEDER FIRE BALLOONS	Lefax	ELA2
THEO SCHROEDER FIRE BALLOONS	Maus	ELA1
THEO SCHROEDER FIRE BALLOONS	Ottifant	ELA1
THEO SCHROEDER FIRE BALLOONS	Pig 30	ELA1
THEO SCHROEDER FIRE BALLOONS	Pig 36	ELA2
THEO SCHROEDER FIRE BALLOONS	Pinguin	ELA2
THEO SCHROEDER FIRE BALLOONS	Schwartau	ELA2
THEO SCHROEDER FIRE BALLOONS	Sky Heart	ELA2
THEO SCHROEDER FIRE BALLOONS	Sunflower 36	ELA2
THEO SCHROEDER FIRE BALLOONS	Teefix	ELA1
THEO SCHROEDER FIRE BALLOONS	Teekanne	ELA1
THEO SCHROEDER FIRE BALLOONS	Vase	ELA1
ULTRAMAGIC, S.A.	B-Series	ELA1
ULTRAMAGIC, S.A.	B-Series B-70	ELA1
ULTRAMAGIC, S.A.	F-10 TXORI	ELA1
ULTRAMAGIC, S.A.	F-11 MONTGOLFIERE	ELA1
ULTRAMAGIC, S.A.	F-12 PAQUETE	ELA1
ULTRAMAGIC, S.A.	F-13 FAIRY	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
ULTRAMAGIC, S.A.	F-14 JARRA DE CERVEZA	ELA1
ULTRAMAGIC, S.A.	F-15 BOTE HUCHA	ELA1
ULTRAMAGIC, S.A.	F-16 CAJA 2	ELA1
ULTRAMAGIC, S.A.	F-17 OVNI	ELA1
ULTRAMAGIC, S.A.	F-18 PIZZA	ELA2
ULTRAMAGIC, S.A.	F-19 CAVA	ELA1
ULTRAMAGIC, S.A.	F-20 BEETLE	ELA1
ULTRAMAGIC, S.A.	F-21 CEPSA	ELA1
ULTRAMAGIC, S.A.	F-22 TORRE	ELA1
ULTRAMAGIC, S.A.	F-24 FLYINGMAN	ELA2
ULTRAMAGIC, S.A.	F-25 FUTBOL	ELA1
ULTRAMAGIC, S.A.	F-26 HEART	ELA1
ULTRAMAGIC, S.A.	F-29 MOVISTAR	ELA2
ULTRAMAGIC, S.A.	F-30 EGG	ELA1
ULTRAMAGIC, S.A.	F-31 MAZORCA DEKALB	ELA2
ULTRAMAGIC, S.A.	F-32 BEIRAO BOTTLE	ELA1
ULTRAMAGIC, S.A.	F-33 PHAROX LAMP	ELA2
ULTRAMAGIC, S.A.	F-34 METTEN	ELA2
ULTRAMAGIC, S.A.	F-35 R4TS	ELA2
ULTRAMAGIC, S.A.	F-4 TXORI	ELA1
ULTRAMAGIC, S.A.	F-6 JAMBON	ELA1
ULTRAMAGIC, S.A.	F-7 BOTE	ELA1
ULTRAMAGIC, S.A.	F-8 LA CARTUJA	ELA2
ULTRAMAGIC, S.A.	F-9 BOTELLA DE AGUA	ELA1
ULTRAMAGIC, S.A.	F-Series	ELA1
ULTRAMAGIC, S.A.	G-Series	ELA1
ULTRAMAGIC, S.A.	H-Series	ELA1
ULTRAMAGIC, S.A.	H-Series H-31	ELA1
ULTRAMAGIC, S.A.	H-Series H-42	ELA1
ULTRAMAGIC, S.A.	H-Series H-56	ELA1
ULTRAMAGIC, S.A.	H-Series H-65	ELA1
ULTRAMAGIC, S.A.	H-Series H-77	ELA1
ULTRAMAGIC, S.A.	M-Series M-105	ELA1
ULTRAMAGIC, S.A.	M-Series M-120	ELA1
ULTRAMAGIC, S.A.	M-Series M-130	ELA2
ULTRAMAGIC, S.A.	M-Series M-145	ELA2
ULTRAMAGIC, S.A.	M-Series M-160	ELA2
ULTRAMAGIC, S.A.	M-Series M-42	ELA1
ULTRAMAGIC, S.A.	M-Series M-56	ELA1
ULTRAMAGIC, S.A.	M-Series M-56C	ELA1
ULTRAMAGIC, S.A.	M-Series M-65	ELA1
ULTRAMAGIC, S.A.	M-Series M-65C	ELA1
ULTRAMAGIC, S.A.	M-Series M-77	ELA1
ULTRAMAGIC, S.A.	M-Series M-77C	ELA1
ULTRAMAGIC, S.A.	M-Series M-90	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
ULTRAMAGIC, S.A.	N Series	ELA2
ULTRAMAGIC, S.A.	N Series N-180	ELA2
ULTRAMAGIC, S.A.	N Series N-210	ELA2
ULTRAMAGIC, S.A.	N Series N-250	ELA2
ULTRAMAGIC, S.A.	N Series N-300	ELA2
ULTRAMAGIC, S.A.	N Series N-355	ELA2
ULTRAMAGIC, S.A.	N Series N-425	ELA2
ULTRAMAGIC, S.A.	N Series N-500	ELA2
ULTRAMAGIC, S.A.	S Series S-105	ELA1
ULTRAMAGIC, S.A.	S Series S-130	ELA2
ULTRAMAGIC, S.A.	S Series S-160	ELA2
ULTRAMAGIC, S.A.	S Series S-50	ELA1
ULTRAMAGIC, S.A.	S Series S-70	ELA1
ULTRAMAGIC, S.A.	S Series S-90	ELA1
ULTRAMAGIC, S.A.	T Series	ELA2
ULTRAMAGIC, S.A.	T Series T-150	ELA2
ULTRAMAGIC, S.A.	T Series T-180	ELA2
ULTRAMAGIC, S.A.	T Series T-210	ELA2
ULTRAMAGIC, S.A.	V Series	ELA1
ULTRAMAGIC, S.A.	V Series V-105	ELA1
ULTRAMAGIC, S.A.	V Series V-25	ELA1
ULTRAMAGIC, S.A.	V Series V-56	ELA1
ULTRAMAGIC, S.A.	V Series V-65	ELA1
ULTRAMAGIC, S.A.	V Series V-77	ELA1
ULTRAMAGIC, S.A.	V Series V-90	ELA1
ULTRAMAGIC, S.A.	Z Series	ELA1
ULTRAMAGIC, S.A.	Z Series Z-90	ELA1
WITHOUT TC HOLDER — ORPHANED	105 A	ELA1
WITHOUT TC HOLDER — ORPHANED	120 A	ELA1
WITHOUT TC HOLDER — ORPHANED	160 A	ELA2
WITHOUT TC HOLDER — ORPHANED	180 A	ELA2
WITHOUT TC HOLDER — ORPHANED	210 A	ELA2
WITHOUT TC HOLDER — ORPHANED	240 A	ELA2
WITHOUT TC HOLDER — ORPHANED	56 A	ELA1
WITHOUT TC HOLDER — ORPHANED	69 A	ELA1
WITHOUT TC HOLDER — ORPHANED	77 A	ELA1
WITHOUT TC HOLDER — ORPHANED	90 A	ELA1
WITHOUT TC HOLDER — ORPHANED	FRX 65	ELA2
WITHOUT TC HOLDER — ORPHANED	FS 57 A	ELA2
WITHOUT TC HOLDER — ORPHANED	FS 83 A	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 6	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 7	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 8	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 9	ELA2
WITHOUT TC HOLDER — ORPHANED	RXS 8	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
WITHOUT TC HOLDER — ORPHANED	S 40 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 49 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 50 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 52 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 52 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 60 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 66 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 71 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 77 A	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-6	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-7	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-8	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-9	ELA2

GROUP 4 GAS AIRSHIPS (other than those in Group 1)

GROUP 4 GAS AIRSHIPS		
TC Holder	Model	Note
AMERICAN BLIMP CORPORATION	A-1-50	ELA2
AMERICAN BLIMP CORPORATION	A-1-70	ELA2
AMERICAN BLIMP CORPORATION	A-60	ELA2
AMERICAN BLIMP CORPORATION	A-60+	ELA2
CAMERON BALLOONS LIMITED	DG-14	ELA2
WDL LUFTSCHIFFGESELLSCHAFT MBH	P 4360 A	ELA2
WDL LUFTSCHIFFGESELLSCHAFT MBH	WDL I	ELA2
WDL LUFTSCHIFFGESELLSCHAFT MBH	WDL I B	ELA2

GROUP 4 HOT-AIR AIRSHIPS

GROUP 4 HOT-AIR AIRSHIPS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	AS 105 GD/4	ELA1
CAMERON BALLOONS LIMITED	AS 105 GD/6	ELA2
CAMERON BALLOONS LIMITED	AS 105 MkII	ELA1
CAMERON BALLOONS LIMITED	AS 120 MkII	ELA1
CAMERON BALLOONS LIMITED	AS 80 GD	ELA1
CAMERON BALLOONS LIMITED	AS 80 MkII	ELA1
CAMERON BALLOONS LIMITED	D-38	ELA1
CAMERON BALLOONS LIMITED	D-50	ELA1
CAMERON BALLOONS LIMITED	D-77	ELA1
CAMERON BALLOONS LIMITED	D-96	ELA1
CAMERON BALLOONS LIMITED	DP-50	ELA1
CAMERON BALLOONS LIMITED	DP-60	ELA1
CAMERON BALLOONS LIMITED	DP-70	ELA1

~~GROUP 4 HOT-AIR AIRSHIPS~~		
~~TC Holder~~	~~Model~~	~~Note~~
~~CAMERON BALLOONS LIMITED~~	~~DP 80~~	~~ELA1~~
~~CAMERON BALLOONS LIMITED~~	~~DP 90~~	~~ELA1~~
~~LINDSTRAND HOT AIR BALLOONS~~	~~HS 110~~	~~ELA1~~

Rationale:

- *The content of Appendix I to AMC to Annex III is proposed to be moved and hosted on the EASA website (e.g. in the same manner as for class and type ratings in pilot licences i.a.w. AMC1 FCL.700).*
  This proposal was identified as a major simplification use case allowing to reduce the global volume of the AMCs to Regulation (EU) No 1321/2014 and ease the type ratings list's amendment process (i.e. not necessary to go through an ED Decision anymore).

ANNEX IV (PART-147)

SECTION A — TECHNICAL REQUIREMENTS

AMC1 147.A.15 Application

~~The application form should contain the information required in the EASA Form 12.~~

1. Format of the application

The application for an organisation certificate should be made in accordance with the application process defined by the competent authority, which may include applications:

– using documentation in physical format;

– using an online platform allowing the upload of supporting documentation;

– using other practical means deemed appropriate by the competent authority.

2. Application information

The application should include at least the following information:

– The organisation certificate(s) or changes thereto which are applied for (e.g. Part-147 approval initial or change).

Organisations that apply for several certificates or changes thereto pursuant to Regulation (EU) No 1321/2014 may do so through a single application;

– Registered name and trading name (if different) of the applicant;

– Address(es) of the applicant which require approval;

– Contact information of the applicant (e.g. telephone, email, etc.);

– Scope of Part-147 relevant to the application, including relevant information on basic training and type training;

– Name, position, and signature of the person responsible for the application.

When the application is made digitally, the signature should be an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS);

– Place where and date when the application was submitted.

Rationale:

- *This AMC is proposed to be amended to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014. This amendment mentions that physical and digital applications are all possible, as decided by the competent authority. In addition, EASA Form 12 is deleted and all references thereto as well in order not to prescribe any specific formatting but rather to list the minimum application information.*

  To complement this change, Appendix IV to AMC to Part-147, currently defining EASA Form 12, is deleted.

147.A.155 Continued validity

~~(a)~~ An approval shall be issued for an unlimited duration. It shall remain valid subject to:

~~1.~~(a) the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified in point 147.B.130; and

~~2.~~(b) the competent authority being granted access to the organisation to determine continued compliance with this Annex (Part-147); and

~~3.~~(c) the certificate not being surrendered, superseded, or revoked.

~~(b) Upon surrender or revocation, the approval shall be returned to the competent authority.~~

Rationale:

- *Point (b) is deleted to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. While original certificates in physical format may have been used by stakeholders to verify an organisation's approval and scope, the competent authority can ensure such information is shared through other means, such as an updated web-based list including all the organisations with a valid approval (see new proposed GM1 Appendix II to Part-147). That also facilitates the issuance of those certificates in digital format by the competent authority, which the wording of point 147.B.125 and Appendix II to Part-147 already allows, now also complemented by the new proposed GM1 Appendix II to Part-147.*
- *Previous point (a)(3) is proposed to be amended to add "superseded" for alignment with the terms of the organisation's certificate.*

APPENDICES TO ANNEX IV (PART-147)

GM1 Appendix II to Part-147 — Maintenance Training Organisation Approval

FORMAT OF THE CERTIFICATE

The competent authority may issue the certificate either in physical format (i.e. as a printed copy) or in digital format (e.g. as an electronic file).

In addition to issuing the certificate, it is considered good practice for the competent authority to publish, keep updated, and communicate an online list of approved organisations, including their terms of approval, to enable verification of their status by interested stakeholders.

In addition to the information required by Appendix II to Part-147, the certificate may also include practical features such as:

– a means to easily access the organisation's approval status and details (e.g. a scannable QR code redirecting to the list mentioned above),

– where the certificate is issued in digital format and a signature is required, an electronic signature or seal ensuring data integrity and identifying the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is added to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity on how competent authorities may issue organisation certificates (i.e. format and content) and publicly share information on approved organisations. This proposal links with the proposed deletion of point (b) of point 147.A.155.*

GM1 Appendix III to Part-147 — Certificates of Recognition — EASA Forms 148 and 149

FORMAT OF THE CERTIFICATE

The organisation or the competent authority may issue the certificate either in physical format (i.e. as a printed copy) or in digital format (e.g. as an electronic file).

Where the certificate of recognition is issued in digital format, the signature displayed on the certificate is expected to be an electronic signature or seal ensuring data integrity and identifying the organisation or the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is added in the context of promoting the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity as regards how organisations and competent authorities may issue certificates of recognition (i.e. format and signature).*

APPENDICES TO AMC TO ANNEX IV (PART-147)

~~Appendix IV — EASA Form 12~~

~~EASA FORM 12~~ ~~Page 1~~	~~APPLICATION FOR PART-147~~ ~~INITIAL / CHANGE OF APPROVAL~~
~~Registered Name & Address of Applicant:~~ ~~Trading Name (if different):~~ ~~Addresses Requiring Approval:~~ ~~Tel No:.....Fax No.....E Mail.....~~	
~~Scope of Part-147 Approval Relevant to This Initial */ Change of * Application~~ ~~(See other side for training course designators to be used):~~ ~~Basic Training:~~ ~~Type Training:~~ ~~Provide reference to other approvals under the Basic Regulation:~~ ~~* Cross out whichever is not applicable~~	
~~Name & Position of Accountable Manager:~~ ~~Signature of Accountable Manager:~~ ~~Date of Application:~~ ~~Please send this form with any required fee to be paid~~ ~~under National Legislation to your National Aviation Authority~~	~~Space for official use~~

Rationale:

- *EASA Form 12 is proposed to be deleted to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014 and grant additional flexibility to competent authorities for receiving applications.*

  The objective is not to prescribe any specific formatting and simplify the regulatory framework by referring only to AMC1 147.A.15 (see proposed amendments thereto).

ANNEX VA (PART-T)

SECTION A — TECHNICAL REQUIREMENTS

AMC T.A.711 Privileges

Under the privilege of CAMO.A.125(d)(3), the CAMO may contract the performance of limited continuing airworthiness management tasks required by Part-T with another organisation working under the CAMO's quality system and listed on the approval certificate.

Rationale:

- *AMC T.A.711 is proposed to be amended to correct the reference concerning continuing airworthiness tasks.*

SECTION B — ADDITIONAL PROCEDURES FOR COMPETENT AUTHORITIES

T.B.104 Record-keeping

1. ~~The requirements of M.B.104(a), (b) and (c) of Annex I shall apply.~~ The competent authority shall establish a record-keeping system that allows adequate traceability of the records required by this Annex (Part-T).

[…]

Rationale:

- *Point 1 is amended as points M.B.104(b) and (c) are deleted due to the removal of Subpart F and Subpart G from Annex I (Part-M). Point (a) of M.B.104 is rewritten to fit the scope of T.B.104.*

AMC T.B.104 Record-keeping

AMC M.B.104(a) and AMC M.B.104~~(f)~~(d) may be used by the competent authority to establish its record-keeping system.

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

ANNEX VB (PART-ML)

GENERAL

ML.1

[…]

(2) 'maintenance organisation' means an organisation holding an approval issued in accordance with, alternatively:

~~(i) Subpart F of Annex I (Part-M);~~

~~(ii)~~(i) Section A of Annex II (Part-145);

~~(iii)~~(ii) Section A of Annex Vd (Part-CAO).

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

SECTION A — TECHNICAL REQUIREMENTS

ML.A.201 Responsibilities

[…]

(b) By way of derogation from point (a), ~~where~~ when the aircraft is leased, the responsibilities set out in point (a) shall apply to the lessee, provided that ~~if~~ the lessee is identified ~~either~~ in the registration document of the aircraft or such transfer of responsibilities is detailed in the leasing contract.

[…]

(e) For aircraft operated by commercial Approved Training Organisations ('ATO') and commercial Declared Training Organisations ('DTO') referred to in Article 10a of Regulation (EU) No 1178/2011 or not operated in accordance with Annex VII to Regulation (EU) No 965/2012 (Part-NCO) or operated in accordance with Subpart-ADD of Annex II (Part-BOP) to Regulation (EU) 2018/395 or Subpart-DEC of Annex II (Part-SAO) to Regulation (EU) 2018/1976, the operator shall:

(1) be approved as a CAMO or as a CAO for the management of the continuing airworthiness of its aircraft in accordance with Annex Vc (Part-CAMO)~~, Subpart G of Annex I (Part-M)~~ or Annex Vd (Part-CAO), or contract such an organisation using the contract set out in Appendix I to this Annex;

[…]

(f) For aircraft not included in point (e), in order to satisfy the requirements of point (a), the owner of the aircraft may contract the tasks associated with continuing airworthiness management to an organisation approved as a CAMO or CAO in accordance with Annex Vc (Part-CAMO)~~, Subpart G of Annex I (Part-M)~~ or Annex Vd (Part-CAO). In that case, the contracted organisation shall assume responsibility for the proper performance of those tasks and a written contract shall be concluded in accordance with Appendix I to this Annex. If the owner does not contract such an organisation, the owner is responsible for the proper performance of the tasks associated with the continuing airworthiness management

[…]

(h) In the case of an aircraft included in an air operator certificate is used for non-commercial 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 management are performed by the CAMO approved in accordance with Annex Vc (Part-CAMO) or ~~Subpart G of Annex I (Part-M) or~~ the combined airworthiness organisation ("CAO") approved in accordance with Annex Vd (Part-CAO), whichever applicable, of the air operator certificate holder.

Rationale:

- *Point (b) is proposed to be amended to align Part-M and Part-ML, and to clarify the conditions required for transferring responsibilities between the owner (lessor) and the lessee.*
- *Points (h) is proposed to be amended to correct the reference concerning continuing airworthiness tasks. In this context what shall be ensured by the owner or operator is that a CAMO or CAO carries*

*out continuing airworthiness **management** tasks, based on a contract established in accordance with point M.A.201.*

- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

GM1 ML.A.201 Responsibilities

[...]

	Balloon		
	Part-BOP Subpart ADD	Part-BOP non-Subpart ADD	
		commercial ATO/DTO	Non-ATO/DTO or non-commercial ATO/DTO
Contract with CAMO/CAO (CAM) required?	yes	yes	no*
Aircraft maintenance programme (AMP)	The AMP document must be approved by the contracted CAMO/CAO(-CAM)		If there is no CAMO/CAO(-CAM), the AMP must be declared by the owner.
			If there is a contracted CAMO/CAO(-CAM), the AMP must be approved by the CAMO/CAO(-CAM).
			If ML.A.302(e) conditions are met, producing an AMP document is not required.
	~~If ML.A.302(e) conditions are met, producing an AMP document is not required.~~		
Maintenance	By a maintenance organisation		By a maintenance organisation or by independent certifying staff or the pilot-owner**
Airworthiness review (AR) and airworthiness review certificate (ARC)	By a maintenance organisation*** or by the contracted CAMO/CAO(-CAM) or by the competent authority		By a maintenance organisation*** or independent certifying staff*** or by the CAMO/CAO(-CAM) (if contracted) or by the competent authority

	Sailplane		
	Part-SAO Subpart-DEC	Part-SAO non-Subpart-DEC	
		commercial ATO/DTO	Non-ATO/DTO or non-commercial ATO/DTO
Contract with CAMO/CAO (-CAM) required?	yes	yes	no*
AMP	The AMP document must be approved by the contracted CAMO/CAO(-CAM).		If there is no CAMO/CAO(-CAM), the AMP must be declared by the owner.
			If there is a contracted CAMO/CAO(-CAM), the AMP must be approved by the CAMO/CAO(-CAM).
			If ML.A.302(e) conditions are met, producing an AMP document is not required.
	~~If ML.A.302(e) conditions are met, producing an AMP document is not required.~~		
Maintenance	By a maintenance organisation		By a maintenance organisation or by independent certifying staff or pilot-owner**

	Sailplane		
	Part-SAO Subpart-DEC	Part-SAO non-Subpart-DEC	
		commercial ATO/DTO	Non-ATO/DTO or non-commercial ATO/DTO
AR and ARC	By a maintenance organisation*** or by the contracted CAMO/CAO(-CAM) or by the competent authority		By a maintenance organisation*** or independent certifying staff*** or by the CAMO/CAO(-CAM) (if contracted) or by the competent authority

	Aircraft (other than balloons and sailplanes)		
	non Part-NCO	Part-NCO	
		commercial ATO/DTO	Non-ATO/DTO or non-commercial ATO/DTO
Contract with CAMO/CAO (-CAM) required?	yes	yes	no*
AMP	The AMP document must be approved by the contracted CAMO/CAO(-CAM).		If there is no CAMO/CAO(-CAM), the AMP must be declared by the owner.
			If there is a contracted CAMO/CAO(-CAM), the AMP must be approved by the CAMO/CAO(-CAM).
			If ML.A.302(e) conditions are met, producing an AMP document is not required.
	~~If ML.A.302(e) conditions are met, producing an AMP document is not required.~~		
Maintenance	By a maintenance organisation		By a maintenance organisation or by independent certifying staff or the pilot-owner**
AR and ARC	By a maintenance organisation*** or by the contracted CAMO/CAO(-CAM) or by the competent authority		By a maintenance organisation*** or independent certifying staff*** or by the CAMO/CAO(-CAM) (if contracted) or by the competent authority

[…]

Rationale:

- *The tables are proposed to be amended due to the current table design which could give the impression that the rule allowed not to produce an AMP document for aircraft used for Part-NCO commercial ATO/DTO or outside Part-NCO, sailplanes subject to Part-SAO non-Subpart-DEC commercial ATO/DTO or within Subpart-DEC, and balloons subject to Part-BOP non-Subpart ADD commercial ATO/DTO or within Subpart ADD. This is corrected by changing the table design, so the sentence 'If ML.A.302(e) conditions are met, producing an AMP document is not required' is not populated to situations where an AMP document is required.*

ML.A.301 Continuing ~~-~~ airworthiness tasks

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:

[…]

(d) the release of all maintenance in accordance with Subpart H of Part-ML or Part-145;

~~(d)~~(e) the accomplishment of any applicable:

(1) airworthiness directive ('AD');

(2) operational requirement ~~directive~~ with a continuing-airworthiness impact;

(3) continuing-airworthiness requirement established by the Agency;

(4) measure required by the competent authority as an immediate reaction to a safety problem;

~~(e)~~(f) the accomplishment of modifications and repairs in accordance with point ML.A.304;

~~(f)~~(g) maintenance check flights, when necessary~~.~~;

(h) when applicable, the availability of the mass and balance statement reflecting the current configuration of the aircraft.

Rationale:

- *Point (d) is proposed to be added to align with Part-M (M.A.301).*
- *Point (e)(2) (previously (d)(2) is proposed to be amended to replace 'operational directive' with 'operational requirement' (i.e. requirements originating from Regulations (EU) No 965/2012, 2018/395, 2018/1976, and 2015/640), which was the actual original intent of this point.*
- *Point (h) is proposed to be amended as the mass and balance statement reflecting the configuration of the aircraft is required to ensure the continuing airworthiness of the aircraft, since it is the basis for the operator to calculate the mass and balance in condition for operation. This was not listed in ML.A.301, as opposed to in M.A.301 and ML.UAS.301 of EU 2024/1107 (CAW regulation for UAS), despite being an item identified in ML.A.305 as a record of the aircraft continuing airworthiness record system. Therefore, this is added in ML.A.301.*

GM1 ML.A.301~~(f)~~(g) Continuing airworthiness tasks

MAINTENANCE CHECK FLIGHTS (MCFs)

[…]

Rationale:

- *GM1 ML.A.301(f) heading is proposed to be changed to align with the changes proposed for point ML.A.301.*

ML.A.302 Aircraft maintenance programme

[…]

(c) The AMP:

[…]

(9) shall be reviewed at least annually in order to assess its effectiveness, and this review shall be performed, alternatively:

[…]

If the review shows deficiencies of the aircraft linked with deficiencies in the content of the AMP, the AMP shall be amended accordingly. In this case the person performing the review shall inform the competent authority of the Member State of registry if ~~he~~ they do~~es~~ not agree with the measures amending the AMP taken by the owner, CAMO or CAO.

~~The competent authority shall decide which amendments to the AMP are necessary, raising the corresponding findings and, if necessary, reacting in accordance with point ML.B.304.~~

[…]

(e) By derogation from points (b) and (c) and for aircraft only conducting operations referred in ML.A.803(b), a declaration by the owner or an approval by a CAMO or CAO is not required, and an AMP document is not required to be produced when the following conditions are met:

[...]

(4) the aircraft owner qualifies as a pilot-owner as described in ML.A.803(a) as permitting the pilot-owner to issue the related CRS.~~Pilot-owners are authorised to perform Pilot-owner maintenance.~~

~~This derogation is not applicable if the pilot-owner or, in case of jointly-owned aircraft, any of the pilot-owners is not authorised to perform Pilot-owner maintenance because this has to be specified in the declared or approved AMP.~~

[…]

Rationale:

- *Point (c)(9) is proposed to be amended to delete the requirement applying to the competent authority and move it to a new point (b) of point ML.B.201, as it was a duplicate of the requirement included in point ML.A.903(h) (which is also deleted and moved) and competent authority requirements should only be set out in Section B of Part-ML.*
- *Point (e) is proposed to be amended as the current text suggests prohibiting to a private owner who manages his aircraft and who has no intention of conducting pilot-owner maintenance, to benefit from ML.A.302(e) flexibility. The original intention was that conditions in ML.A.803 were satisfied, rather than requiring that the pilot would conduct maintenance himself. Therefore, this proposal is done to match the original intention.*

ML.A.305 Aircraft continuing ~~-~~ airworthiness record system

[…]

(c) The aircraft type and registration mark, the date together with the total flight time ~~and~~, flight cycles, ~~and~~ landings and any other parameter identified by the DAH, as relevant, shall be entered in the aircraft logbooks.

[..]

(e) In addition to the authorised release document, EASA Form 1, as set out in Appendix II of Annex I (Part-M), or equivalent, the following information relevant to any component installed, such as engine, propeller, engine module or service-life-limited component, shall be entered in the appropriate engine or propeller logbook, engine module or service-life-limited component log card:

[…]

(3) the date together with the component's accumulated total flight time, flight cycles, landings, ~~and~~ calendar time, and any other parameter, as relevant to controlling the in-service life of the particular component;

[…]

[…]

Rationale:

- *Paragraph ML.A.305 (c) and (e)(3) are proposed to be amended as they were not capturing the scenario on which parameters other than flight time, cycles or landings could be needed to control the in-service life of the aircraft/components. It was also very restricting to impose the need to record flight time **and** flight cycles **and** flight landings for each Part-ML aircraft, as for some aircraft (e.g. balloons), some of these may be irrelevant. Therefore ML.A.305 (c) and (e)(3) are proposed for amendment.*

ML.A.401 Maintenance data

(a) The person or organisation maintaining an aircraft shall only use applicable current maintenance data during the performance of maintenance.

[…]

Rationale:

- *Point (a) is proposed to be amended to add the term 'current' and align the wording of this point with the wording of the parallel point Part-M, point M.A.401(a). Note that although the term 'current' was not quoted in ML.A.401(a), it was not meant that the not-current maintenance data might be used. Apparently, by comparing with text in Part-M, some stakeholders request clarification, therefore 'current' is being added here.*

ML.A.402 Performance of maintenance

(a) Maintenance performed by approved maintenance organisations shall be in accordance with ~~Subpart F of Annex I (Part-M),~~ Annex II (Part-145) or Annex Vd (Part-CAO), as applicable.

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

ML.A.501 Classification and installation

(a) Unless otherwise specified ~~in Subpart F of Annex I (Part-M),~~ in Annex II (Part-145), in Annex Vd (Part-CAO) to this Regulation or in point 21.A.307 of Annex I (Part 21) or in point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012, a component may be fitted only if all of the following conditions are met:

[…]

[…]

(d) Raw or consumable material shall only be used on an aircraft or component provided that:

(i) the aircraft or component manufacturer allows for the use of raw or consumable material in relevant maintenance data or as specified in ~~Subpart F of Annex I (Part-M),~~ Annex II (Part-145) or Annex Vd (Part-CAO).

[…]

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC1 ML.A.501(a)(ii) Classification and installation

EASA FORM 1 OR EQUIVALENT

A document equivalent to an EASA Form 1 may be:

[…]

(h) a release document issued under the conditions described in Article 4(6~~4~~) of Regulation (EU) No 1321/2014.

[…]

Rationale:

- *Point (h) is proposed to be amended as the reference should be to article 4(6), and not to article 4(4), as it is in point (a)(8) of AMC1 M.A.501(a)(1). By referring to article 4(6), 'a release document issued before 29.10.2008 by a maintenance organisation approved under the Member State requirements' is considered equivalent to an EASA Form 1.*

ML.A.502 Component maintenance

(a) Components which are accepted by the owner in accordance with point (b)(2) of point 21.A.307 of Annex I (Part 21) or with point (b)(2) of point 21L.A.193 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 shall be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of point (b)(2) of point 21.A.307 of Annex I (Part 21) or of point (b)(2) of point 21L.A.193 of Annex Ib (Part 21 Light). This maintenance is not eligible for the issuance of an EASA Form 1, as set out in Appendix II to Annex I (Part-M), and shall be subject to the aircraft maintenance release requirements.

(b) Component~~s~~ maintenance shall be released in accordance with the following table:

[…]

Rationale:

- *Points (a) and (b) are proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft or component may return to service. However, this release covers only the maintenance performed, not the entire aircraft nor the component. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.*

ML.A.801 Aircraft certificate of release to service

[…]

(c) By derogation from point (b), in the case of unforeseen circumstances, when an aircraft is grounded at a location where no appropriately approved maintenance organisation and no appropriate certifying staff are available, the owner may authorise any person, with no less than 3 years of appropriate maintenance experience and holding the proper qualifications, to maintain the aircraft according to the standards set out in Subpart D of this Annex and issue the CRS~~release the aircraft~~. The owner shall in that case:

[…]

[…]

Rationale

- *Point (c) is proposed to be amended to remove the notion of "aircraft released" as only the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service (through the issuance of a CRS). Maintenance release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above.*

AMC1 ML.A.801 Aircraft certificate of release to service

AIRCRAFT CERTIFICATE OF RELEASE TO SERVICE (CRS) AFTER EMBODIMENT OF A STANDARD CHANGE OR A STANDARD REPAIR (SC/SR)

1. Certificate of ~~R~~release to service and eligible persons

Only natural or legal persons entitled to release ~~to service an~~ aircraft ~~after~~ maintenance (see ML.A.801(b)) are considered as an eligible installer responsible for the embodiment of a SC/SR when in compliance with applicable requirements.

Since the design of the SC/SR does not require specific approval, the natural or legal person releasing the embodiment of the change or repair takes the responsibility that the applicable certification specifications within CS-STAN are fulfilled while being in compliance with Part-ML/ ~~Part-M Subpart F/~~Part-CAO and/or Part-145 and not in conflict with the data issued by the TC holder or the declarant of a declaration of design compliance. This includes responsibility in respect of an adequate design, the selection/manufacturing of suitable parts and their identification, documenting the change or repair, generation or amendment of aircraft manuals and instructions as needed, embodiment of the change/repair, releasing the aircraft ~~to service~~ maintenance and record-keeping.

Depending on its nature, for certain SCs/SRs, CS-STAN might restrict the eligibility for the issuance of the certificate of release to service to certain persons (e.g. standard change/repair not suitable for release ~~to service~~ by the pilot-owner).

~~NOTE: Until 1 October 2020 (ref. entry into force of Commission Regulation (EU) 2018/1142), it is possible to have aircraft maintenance released to service by the holder of an appropriate certifying staff qualification valid in a Member State (national qualification). In this case, the following conditions apply:~~

~~— If the holder signs the release to service on behalf of a maintenance organisation, this release is valid regardless of the Member State where the aircraft is registered.~~

~~— If the holder signs the release to service as an independent certifying staff, this release is only valid in the Member State responsible for such certifying staff qualification and where the aircraft is registered.~~

2. Parts and appliances to be installed as part of a SC/SR

[…]

Eligibility for installation of parts and appliances belonging to a SC/SR is subject to compliance with the Part 21, Part 21 Light and Part-ML and maintenance-organisation-related provisions, and the situation varies depending on the aircraft in/on which the SC/SR is to be embodied, and who the installer is. The need for an EASA Form 1 is addressed in Part 21, Part 21 Light and Part-ML, while less restrictive rules may, for instance, apply for ELA1 and ELA2 aircraft parts (e.g. 21.A.307) and sailplane parts (e.g. AMC 21.A.303 of the 'AMC and GM to Part 21') or point 21L.A.193 of Part 21 Light. Furthermore, ~~Part-M Subpart F,~~ Part-CAO and Part-145 contain provisions (i.e. ~~M.A.603(c),~~ CAO.A.020(c) and 145.A.42(c)) that allow maintenance organisations to fabricate certain parts to be installed in/on the aircraft as part of their maintenance activities.

[…]

4. Documenting the SC/SR and declaring compliance with the certification specifications

In accordance with Part-ML, ~~Part-M Subpart F,~~ Part-CAO or Part-145 (e.g. ML.A.801(e), ~~M.A.612,~~ CAO.A.065 and 145.A.50(b)), the legal or natural person responsible for the embodiment of a change or a repair should compile details of the work accomplished. In the case of SCs/SRs, this includes, as necessary, based on the complexity, an engineering file containing drawings, a list of the parts and appliances used for the change or repair, supporting analysis and the results of tests performed or any other evidence suitable to show that the design fulfils the applicable certification specifications within CS-STAN together with a statement of compliance and amendments to aircraft manuals, to instructions for continuing airworthiness and to other documents such as aircraft parts list, wiring diagrams, etc. as deemed necessary. The EASA Form 123 is prepared for the purpose of documenting the preparation and embodiment of the SC/SR. The aircraft logbook should contain an entry referring to EASA Form 123; both EASA Form 123 and the certificate of release to service required after the embodiment of the SC/SR should be signed by the same person.

EASA Form 123 and all the records listed on it should follow elementary principles of controlled documentation, e.g. contain reference number of documents, issue dates, revision numbers, name of persons preparing/releasing the document, etc.

5. Record-keeping

The legal or natural person responsible (see paragraph 1. above) for the embodiment of the change/repair should keep the records generated with the SC/SR as required by Part-ML, ~~Part-M Subpart F,~~ Part-CAO or Part-145 and CS-STAN.

[…]

[…]

7. Embodiment of more than one SC

The embodiment of two or more related SCs described in Subpart B of CS-STAN is permitted as a single change (the use of one EASA Form 123 only) as long as adequate references to and records of all SCs embodied are captured. Restrictions and limitations of the two (or more) SCs would apply. It is permitted to issue a single certificate of release to service containing adequate traceability of all the SCs embodied.

[…]

Completion instructions:

Use English or the official language of the State of registry to fill in the form.

[…]

11. Give full name details and certificate reference (of the natural or legal person) used for issuing the aircraft certificate of release to service.

Rationale

- *Point 1 is proposed to be amended to delete a paragraph which was applicable until 1 October 2020 (corresponding to the entry into force of Commission Regulation (EU) 2018/1142) and has therefore become obsolete.*
- *The wording of this AMC is proposed to be amended to clarify that the maintenance performed is released (refer to ICAO Annex 8), attesting that it has been properly carried out and, consequently, that the aircraft may return to service. However, this release covers only the maintenance performed, not the entire aircraft. In addition, the term 'Certificate of Release to Service (CRS)' remains unchanged, as it is a well-established concept in aircraft maintenance. The CRS is considered to certify only the maintenance performed, as explained above. Therefore, "certificate of" is added to mention the CRS where applicable in this AMC so that we clearly mean the certificate attesting specifically that the embodiment of one or more specific SC/SR was properly done.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC1 ML.A.801(e) Aircraft certificate of release to service

(a) The aircraft CRS should contain one of the following statements:

(1) 'certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-ML, and in respect to that work, the aircraft is considered ready for release to service.'~~;~~ or 'certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 and in respect to that work the aircraft/aircraft component is considered ready for release to service', as appropriate; or

(2) for a pilot-owner:

'certifies that the limited pilot-owner maintenance specified, except as otherwise specified, was carried out in accordance with Part-ML, and in respect to that work, the aircraft is considered ready for release to service.'.

[…]

~~(e) The person issuing the CRS should use his or her normal signature except in the case where a computer release-to-service system is used. In this latter case, the competent authority needs to be satisfied that only this particular person may electronically issue the CRS. One such method of compliance is the use of a magnetic or optical personal card in conjunction with a personal identification number (PIN) known only to the individual, which is keyed into the computer. A certification stamp is optional.~~

(e) The person issuing an aircraft CRS should sign the certificate and be clearly identified.

(f) It is acceptable to issue an aircraft CRS either in physical format (i.e. as a paper document) or in digital format (e.g. as an electronic file).

When the certificate is issued in digital format, an acceptable means of ensuring the identification of the person signing the certificate and data integrity is to use an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS).

~~(f)~~(g) At the completion of all maintenance, owners, certifying staff, operators and maintenance organisations should ensure they have a clear, concise and legible record of the work performed.

~~(g)~~(h) In the case of an ML.A.801(b)(2) CRS, the independent certifying staff should retain all records necessary to prove that all requirements have been met for the issuance of a CRS.

Rationale:

- *Point (a) is proposed to be added because, without the text added, it could be understood that the release to service of a 'Part-ML aircraft' by a Part-145 could not be done in accordance with 145.A.50.*
- *Previous point (e) is proposed to be replaced with two new points (e and f). Point (e) is added to make clearer that the aircraft CRS should identify the issuing person (i.e. mention at least the first name and surname) who is signing the certificate. Point (f) is added to review the existing wording and further support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to clarify that an aircraft CRS can be issued in physical or digital format, including specific provisions on the expected electronic signature level, when used. The method of compliance previously mentioned is deleted to simplify the point, as it was assessed as rarely used, although the wording does not prevent its use when relevant and appropriate.*

AMC1 ML.A.801(f) Aircraft certificate of release to service

Certain maintenance data issued by the DAH or the declarant of a declaration of design compliance (e.g. AMM) requires that a maintenance task be performed in flight as a necessary condition to complete the maintenance ordered. Within the aircraft limitations, the person authorised to certify the maintenance per ML.A.801 should release the incomplete maintenance before this flight. GM1 ML.A.301~~(f)~~(g) describes the relations with the aircraft operator, which retains the responsibility for the MCF. After performing the flight and any additional maintenance necessary to complete the maintenance ordered, a CRS should be issued in accordance with ML.A.801.

Rationale:

- *Reference to point ML.A.301(f) is proposed to be changed to align with the changes made in point ML.A.301.*

ML.A.903 Airworthiness review process

[…]

(h) The effectiveness of the AMP may be reviewed in conjunction with the airworthiness review in accordance with point (c)(9) of point ML.A.302. This review shall be completed by the person who performed the airworthiness review. If the review shows deficiencies of the aircraft linked with deficiencies in the content of the AMP, the AMP shall be amended accordingly. The person performing the review shall inform the competent authority of the Member State of registry if he does not agree with the measures amending the AMP taken by the owner, CAMO or CAO. ~~In such case the competent authority shall decide which amendments to the AMP are necessary, raising the corresponding findings defined in point ML.B.903 and, if necessary, reacting in accordance with point ML.B.304.~~

Rationale:

- *Point ML.A.903(h) is proposed to be amended to delete the requirement applying to the competent authority and move it to a new point (b) of point ML.B.201, as competent authority requirements should only be set out in Section B of Part-ML.*

SECTION B — PROCEDURE FOR COMPETENT AUTHORITIES

ML.B.104 Record-keeping

[…]

(c) The records specified in point (b) shall be retained until ~~2 years after the aircraft has been permanently withdrawn from service~~ 3 years after the aircraft has been permanently withdrawn from the national register of the Member State.

(d) All records specified in point ML.B.104 shall be made available to any other Member State or the Agency upon their request

Rationale

- *Point (c) is proposed to be amended to ensure a finite retention duration, as it is impracticable for the NCA to follow the aircraft after it has left the national registry. Harmonisation with point AR.UAS.GEN.220(c) of Reg. (EU) 2024/1109. Part-M amended accordingly.*

ML.B.201 Responsibilities

(a) The competent authority referred to in point (b) of point ML.1 shall be responsible for conducting inspections and investigations in order to verify that the requirements of this Annex are complied with.

(b) When the competent authority is informed of a disagreement regarding the correction of deficiencies in an aircraft maintenance programme in accordance with point ML.A.903(h), it shall decide what amendments to the aircraft maintenance programme are necessary, raise the corresponding findings as defined in point ML.B.903 and, if necessary, react in accordance with point ML.B.304.

Rationale:

- *Point ML.B.201(b) is proposed to be created to move the last sentence of point ML.A.903(h to Section B of Part-ML since it is a requirement for the competent authority. The wording of this point has also been slightly amended to accommodate this move.*

ML.B.303 Aircraft continuing airworthiness monitoring

[…]

(d) Any findings identified shall be categorised in accordance with the requirements of this Annex ~~point ML.B.903~~ and confirmed in writing to the person or organisation responsible pursuant to point ML.A.201. The competent authority shall have a procedure in place to analyse findings as for their safety significance.

[…]

Rationale:

- *Point (d) is proposed to be amended to align the provisions of Part-M and Part-ML.*

APPENDICES TO ANNEX Vb (PART-ML)

Appendix II — Limited Pilot-owner maintenance

In addition to the requirements laid down in this Annex, the pilot-owner shall comply with the following basic principles before it carries out any maintenance task:

[…]

(b) **Tasks**

The Pilot-owner may carry out simple visual inspections or operations to check the airframe, engines, systems and components for general condition, obvious damage and normal operation.

A maintenance task shall not be released by the pilot-owner if any of the following conditions occurs:

[…]

(9) it is a maintenance task associated with airworthiness reviews performed in accordance with point ML.A.901(b)(3) or point ML.A.901(b)(4). ~~it is part of the 100-h/annual check (for those cases the maintenance task is combined with the airworthiness review performed by maintenance organisations or independent certifying staff).~~

[…]

[…]

Rationale:

- *Point (b)(9) is proposed to be amended to clarify that a maintenance task shall not be released by the pilot-owner when performed for the purpose of the 100-h/annual inspection in conjunction with the accomplishment of an airworthiness review (to be done by an approved maintenance organisation or independent certifying staff under the conditions of point ML.A.901(b)(4)). In other situations, the pilot-owner may release maintenance tasks typically part of the 100-h/annual inspection.*

GM1 Appendix IV — Airworthiness review certificate (EASA Form 15c)

FORMAT OF THE CERTIFICATE

The organisation or the competent authority may issue the certificate either in physical format (i.e. as a printed copy) or in digital format (e.g. as an electronic file).

Where the airworthiness review certificate is issued in digital format, the signature or signatures displayed on the certificate are expected to be electronic signatures or seals ensuring data integrity and identifying the organisation or the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is added in the context of promoting the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity as regards how organisations and competent authorities may issue airworthiness review certificates (i.e. format and signature).*

ANNEX Vc (PART-CAMO)

SECTION A — ORGANISATION REQUIREMENTS

AMC1 CAMO.A.115 Application for an organisation certificate

~~An application should be made on an EASA Form 2 (Appendix I to AMC1 CAMO.A.115) or an equivalent form that is acceptable to the competent authority.~~

~~EASA Form 2 is also valid for application for other types of organisations pursuant to Regulation (EU) No 1321/2014. Organisations that apply for several certificates may do so using a single EASA Form 2.~~

1. Format of the application

The application for an organisation certificate should be made in accordance with the application process defined by the competent authority, which may include applications:

– using documentation in physical format;

– using an online platform allowing the upload of supporting documentation;

– using other practical means deemed appropriate by the competent authority.

2. Application information

The application should include at least the following information:

– The organisation certificate(s) or changes thereto which are applied for (e.g. Part-145 approval initial or change).

Organisations that apply for several certificates or changes thereto pursuant to Regulation (EU) No 1321/2014 may do so through a single application;

– Registered name and trading name (if different) of the applicant;

– Address(es) of the applicant which require approval;

– Contact information of the applicant (e.g. telephone, email, etc.);

– Terms of approval and scope of work relevant to the application;

– Name, position, and signature of the person responsible for the application.

When the application is submitted digitally, the signature should be an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS);

– Place where and date when the application was submitted.

Rationale:

- *This AMC is proposed to be amended to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014. This amendment mentions that physical and digital applications are all possible, as decided by the competent authority. In addition, EASA Form 2 is deleted and all references thereto as well in order not to prescribe any specific formatting but rather to list the minimum application information.*

  To complement this change, Appendix I to AMC1 CAMO.A.115, referring to EASA Form 2, is deleted.

CAMO.A.125 Terms of approval and privileges of the organisation

[…]

(d) An organisation approved in accordance with this Annex may:

[…]

(3) arrange to carry out limited continuing airworthiness management tasks with any subcontracted organisation, working under its management system, as listed on the certificate;

[…]

[…]

Rationale:

- *Point (b)(3) is proposed to be amended to correct the reference concerning continuing airworthiness tasks.*

AMC1 CAMO.A.125(d)(3) Terms of approval and privileges

SUBCONTRACTING OF CONTINUING AIRWORTHINESS MANAGEMENT TASKS

[…]

Rationale:

- *This AMC is proposed to be amended to correct the reference to continuing airworthiness tasks, where the intention is to refer to continuing airworthiness **management** tasks specifically.*

CAMO.A.135 Continued validity

(a) The organisation's certificate shall remain valid subject to compliance with all of the following conditions:

[…]

(3) the certificate not being surrendered, superseded, suspended, or revoked.

[…]

~~(d) Upon revocation or surrender, the organisation certificate shall be returned to the competent authority without delay.~~

Rationale:

- *Point (a)(3) is proposed to be amended to add "superseded" and "suspended" for alignment with the terms of the organisation's certificate.*
- *Point (d) is deleted to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. While original certificates in physical format may have been used by stakeholders to verify an organisation's approval and scope, the competent authority can ensure such information is shared through other means, such as an updated web-based list including all the organisations with a valid approval (see new proposed GM1 Appendix I to Part-CAMO). That also facilitates the issuance of those certificates in digital format by the competent authority, which the wording of*

point CAMO.B.310(e)(1) and Appendix I to Part-CAMO already allows, now also complemented by the new proposed GM1 Appendix I to Part-CAMO.

AMC1 CAMO.A.200(a)(3) Management system

SAFETY MANAGEMENT KEY PROCESSES

[…]

(d) Safety performance monitoring and measurement

[…]

(2) This process may include, as appropriate to the size, nature and complexity of the organisation:

[…]

(iii) ~~safety~~ audits focusing on the integrity of the organisation's management system, and on periodically assessing the status of safety risk controls; and

[…]

[…]

Rationale:

- *Point (d)(2)(iii) is proposed to be amended by removing the word 'safety' from 'safety audits' to avoid potential misinterpretation. The term 'safety audits' is not formally defined and may be understood as referring to a specific or distinct type of audit, which is not the intention of this provision.*

CAMO.A.205 Contracting and subcontracting

(a) The organisation shall ensure that when contracting activities required by this Regulation~~maintenance~~ or when subcontracting any part of its continuing airworthiness management activities:

[…]

[…]

Rationale:

- *Point (a) is proposed to be amended so that the CAMO also ensures regulatory compliance for all the contracted activities which are covered by Regulation (EU) No 1321/2014, and not only maintenance, as written in the current text. For instance, for an Airworthiness Review or a PtF issuance. Accordingly, GM1 is also proposed for update.*

GM1 CAMO.A.205 Contracting and subcontracting

RESPONSIBILITY WHEN CONTRACTING ~~MAINTENANCE~~ACTIVITIES REQUIRED BY REGULATION (EU) No 1321/2014 OR SUBCONTRACTING CONTINUING AIRWORTHINESS MANAGEMENT TASKS

(a) […]

(b) A CAMO is responsible for identifying hazards that may stem from the existence of complex operational and maintenance arrangements (such as when multiple organisations are contracted, or when multiple levels of contracting/subcontracting are included) with due regard to the organisations' interfaces (see GM1 CAMO.A.200(a)(3)).

In addition, the compliance monitoring function should at least check that the approval of the contracted ~~maintenance~~ organisation(s) effectively covers the contracted activities, and that it is still valid.

(c) A CAMO is responsible for ensuring that interfaces and communication channels are established with the contracted ~~maintenance~~ organisations for occurrence reporting. This does not replace the obligation of the contracted organisation to report to the competent authority in accordance with Regulation (EU) No 1321/2014.

For subcontracted activities, interfaces and communication channels are also needed for the purpose of the internal safety reporting scheme (CAMO.A.202).

Rationale:

- *This GM is proposed to be amended so that the CAMO also ensures regulatory compliance for all the contracted activities which are covered by Regulation (EU) No 1321/2014, and not only maintenance, as written in the current text. For instance, for an Airworthiness Review or a PtF issuance.*

CAMO.A.220 Record-keeping

[…]

(c) Personnel records

[…]

(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. Upon request, the organisation shall give the person access to their personnel records and, if requested, provide a copy of those records, provided the request is made within the retention period specified in this point.

[…]

Rationale:

- *Point (c)(3) is proposed to be amended to clarify that the CAMO must provide personnel records to the corresponding person upon request.*

CAMO.A.300 Continuing airworthiness management exposition (CAME)

(a) 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:

[…]

(15) if applicable, procedures addressing the operational requirements with a continuing airworthiness impact referred in point M.A.301(f)(2).

[…]

Rationale:

- *Point (a)(15) is proposed to be added to establish a link with the operational requirements with continuing airworthiness impact, which are further described under AMC1 M.A.301(f)(2) and link with Regulation (EU) No 965/2012 and Regulation (EU) 2015/640.*

AMC1 CAMO.A.300 Continuing airworthiness management exposition (CAME)

[…]

Part 0	**[…]**
[…]	[…]
Part 1	**Continuing airworthiness management procedures**
[…]	[…]
1.14	Procedures addressing operational requirements with a continuing airworthiness impact referred in point M.A.301(f)(2)
[…]	**[…]**

Rationale:

- *"Paragraph 1.14 is proposed to be added to clarify the section of the CAME where the procedures addressing operational requirements with a continuing airworthiness impact should be included.*

  Moreover, these procedures include EDTO, for which content is moved from Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. Considerations can be found in the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations).

AMC1 CAMO.A.300(a)(1) Continuing airworthiness management exposition (CAME)

ACCOUNTABLE MANAGER STATEMENT

[…]

2. The accountable manager's exposition statement as specified ~~in~~ under point CAMO.A.300(a)(1) should embrace the intent of the following paragraph, and in fact, this statement may be used without amendment. Any amendment to the statement should not alter ~~its~~ the intent~~:~~.

   'This exposition and any associated referenced manuals define the organisation and procedures upon which the Part-CAMO approval certificate is issued by (competent authority). ~~competent authority's* CAMO approval is based.~~*

   […]

Signed .....

Dated .....

Accountable manager and ... (quote position) ...

Chief Executive Officer …

For and on behalf of ... (quote organisation's name) ... '

~~*Where 'competent authority' is stated, please insert the actual name of the competent authority delivering the CAMO approval certificate or the air operator certificate.~~

Note: Where it states '(competent authority*)', the actual name of the competent authority should be inserted.

3. Whenever the accountable manager ~~is~~ changed~~s~~, it is important ~~to ensure~~ that the new accountable manager signs the ~~paragraph 2~~ statement at the earliest opportunity.

Rationale:

- *Point (2) is proposed to be amended to align with the statement required in the MOE, as specified in AMC1 145.A.70(a)(1).*

CAMO.A.305 Personnel requirements

[…]

(b) For organisations approved as part of an air operator certificate pursuant to point M.A.201(e)(2)~~also approved as air carriers licensed in accordance with Regulation (EC) No 1008/2008~~, the accountable manager shall in addition:

(1) 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;

[…]

[…]

Rationale:

- *Point CAMO.A.305(b)(1) is proposed to be amended to harmonise its wording with that of point M.A.201(e)(2) and mention the "air operator certificate". In addition, a reference to M.A.201(e)(2) is added to exclude the case set out in point M.A.201(ea) where one CAMO may be used by several operators with different accountable managers. Therefore, it cannot be expected that only one person is accountable manager for the CAMO and all the covered operators.*

~~GM1 CAMO.A.305(a)(5) Personnel requirements~~

~~**SAFETY MANAGER**~~

~~(a) Depending on the size of the organisation and the nature and complexity of its activities, the safety manager may be assisted by additional safety personnel in performing all the safety management tasks as defined in AMC1 CAMO.A.200(a)(1).~~

~~(b) Regardless of the organisational set-up, it is important that the safety manager remains the unique focal point for the development, administration, and maintenance of the organisation's safety management processes.~~

Rationale:

- *This GM is proposed to be deleted, as its provisions are now covered by the new proposed AMC2 CAMO.A.305(c), while point (b) is already addressed by AMC1 CAMO.A.305(a)(4);(a)(5).*

AMC1 CAMO.A.305(c) Personnel requirements

KNOWLEDGE, BACKGROUND AND EXPERIENCE OF NOMINATED PERSON(S) REFERRED TO IN POINTS (a)(3), (a)(4), AND (b) OF CAMO.A.305

The person or persons nominated in accordance with ~~points~~ CAMO.A.305(a), points (3) and (4), and CAMO.A.305(b) should have:

[...]

(e) a relevant engineering degree or an aircraft maintenance technician qualification with additional education that is acceptable to the competent authority. 'Relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionics or other studies that are relevant to the maintenance and/or continuing airworthiness of aircraft/aircraft components;

The above recommendation may be replaced by 5 years of experience in addition to those already recommended by paragraph (d) above. These 5 years should cover an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks;

For the person to be nominated in accordance with point (a)(4) ~~or (a)(5)~~ of point CAMO.A.305, in the case where the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139 and that person has already an equivalent position (i.e. compliance monitoring manager~~, safety manager~~) under the additional certificate(s) held, the provisions set out in the first two paragraphs of point (e) may be replaced by the completion of a specific training programme acceptable to the competent authority to gain an adequate understanding of maintenance standards and continuing airworthiness concepts and principles.

[...]

Rationale:

- *This AMC is proposed to be amended to remove references to the Safety Manager, as this role will now be addressed in a new AMC2 CAMO.A.305(c).*

AMC2 CAMO.A.305(c) Personnel requirements

KNOWLEDGE, BACKGROUND AND EXPERIENCE OF NOMINATED PERSON(S) MANAGING THE SAFETY MANAGEMENT PROCESSES REFERRED TO IN POINT (a)(5) OF CAMO.A.305

Depending on the size, nature, and complexity of the organisation and its activities, the person or persons to be nominated in accordance with point (a)(5) of CAMO.A.305 may be supported by additional personnel providing the necessary technical expertise to perform the tasks associated with the SMS.

The person or persons to be nominated in accordance with point (a)(5) should be able to demonstrate:

(a) relevant work experience which should cover an appropriate combination of experience in safety-critical tasks and activities in civil aviation industry or in another comparable industry with a significant safety dimension;

(b) knowledge and understanding of:

(1) the organisation's processes, procedures and policies, activities and interfaces with all relevant aviation entities (such as continuing airworthiness management organisations, operators, maintenance organisations, or subcontracted organisations), which need to be assessed for hazard identification and safety risk assessment;

(2) HF principles;

(3) safety management systems, as defined in this Part, and ICAO Annex 19.

(c) knowledge of the applicable regulations;

(d) strong data management and analytical capabilities, combined with critical reasoning and effective decision-making;

(e) adequate language and communication (oral and written) skills, fostering strong interpersonal bonds and influencing staff to embrace a positive safety culture;

(f) capability to ensure that safety assessments and investigations are conducted effectively, confidentially, and impartially, including in situations where only limited technical expertise support is available.

Rationale:

- *This AMC is proposed to be created for the Safety Manager to ensure knowledge, background and experience requirements alignment across the various aviation domains, allowing the same individual to fulfil the Safety Manager role in multiple domains (e.g. CAMO, Part-145, OPS, etc), when appropriate.*

AMC1 CAMO.A.305(d) Personnel requirements

SUFFICIENT NUMBER OF PERSONNEL

(a) The actual number of persons to be employed and their necessary qualifications is dependent upon the tasks to be performed and thus dependent on the size, nature and complexity of the organisation (general aviation aircraft, corporate aircraft, number of aircraft and the aircraft types, complexity of the aircraft and their age and for commercial air transport, route network, line or charter, ~~ETOPS~~ EDTO) and the amount and complexity of maintenance contracting. Consequently, the number of persons needed, and their qualifications may differ greatly from one organisation to another and a simple formula covering the whole range of possibilities is not feasible.

[…]

Rationale:

- *This AMC is also amended to implement the latest relevant revision of ICAO Annex 6 Part I which introduced EDTO, as further explained in Section 2.3 of the Explanatory Note.*

AMC4 CAMO.A.305(g) Personnel requirements

OTHER TRAININGS

(a) The organisation should assess the need for particular training; for example, with regard to the competency standards established in AMC 20-22 'Electrical Wiring Interconnection System' (EWIS), the AMC 20-20 'Continuing Structural Integrity Programme', ~~or~~ 'Critical Design Configuration Control' (CDCCL), and extended diversion time operations (EDTO), for which training considerations are set out in Appendix VI to AMC to Part-CAMO (EDTO considerations).

[…]

(e) Those responsible for managing the safety management function should receive training on this task. Such training should cover the requirements of safety management system, manuals and procedures related to the task, safety investigation techniques, root-cause analysis, reporting, and recording.

Rationale:

- *Point (a) is proposed to be amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*
- *Point (e) is proposed to be added requiring additional training to ensure competence in the performance of key safety management tasks.*

~~GM1 CAMO.A.305(g) Personnel requirements~~

~~**SAFETY TRAINING (INCLUDING HUMAN FACTORS)**~~

~~(a) The scope of the safety training and the related training programme will differ significantly depending on the size and complexity of the organisation. Safety training should reflect the evolving management system, and the changing roles of the personnel who make it work.~~

~~(b) In recognition of this, training should be provided to management and staff at least:~~

~~(1) during the initial implementation of safety management processes;~~

~~(2) for all new staff or personnel recently allocated to any safety management related task;~~

~~(3) on a regular basis to refresh their knowledge and to understand changes to the management system;~~

~~(4) when changes in personnel affect safety management roles, and related accountabilities, responsibilities, and authorities; and~~

~~NOTE: In the context of safety management, the term 'authority' is used in relation to the level of management in the organisation that is necessary to make decisions related to risk tolerability.~~

~~(5) when performing dedicated safety functions in domains such as safety risk management, compliance monitoring, internal investigations.~~

~~(c) Safety training is subject to the record-keeping requirements in point CAMO.A.220(c).~~

Rationale:

- *This GM is proposed to be deleted, as its provisions are now covered by the new proposed AMC2 CAMO.A.305(c) and in AMC4 CAMO.A.305(g).*

CAMO.A.315 Continuing airworthiness management

[…]

(b) For every aircraft managed, the organisation shall in particular:

[…]

(5) ensure that ~~the aircraft, engine(s), propeller(s) and components thereof are taken to an appropriately~~ all maintenance, except for component maintenance carried out in accordance with point M.A.502(e) and ML.A.502(c), is performed by approved maintenance organisations referred to in ~~Subpart F of Annex I (Part-M),~~ Annex II (Part-145) or Annex Vd (Part-CAO) ~~whenever necessary~~, or if applicable, by independent certifying staff or the pilot-owner, and released in accordance with Section A, Subpart H of Annex I (Part-M), Section A of Annex II (Part-145) or Section A, Subpart H of Annex Vb (Part-ML), as applicable;

(6) order maintenance specified in the AMP, as well as any additional maintenance deemed necessary, 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) 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), (ea)(6), (f)(3), (g)(3) and (h)(3) of M.A.201 or point ML.A.201 to ensure that:

[…]

[…]

Rationale:

- *Point (b)(5) is proposed to be amended to clarify that, for aircraft managed by a Part-CAMO, maintenance may be performed by independent certifying staff or by the pilot-owner when permitted under Part-M or Part-ML. It is also proposed to clarify that such maintenance must be released in accordance with the applicable requirements, in line with the approach set out in point CAO.A.075(b)(4).*
- *Point (b)(6) is proposed to be amended to clarify that all maintenance tasks specified in the AMP must be ordered and carried out.*
- *Point (c) is proposed to be amended to refer to point M.A.201(ea)(6) and take into account the case of OneCAMO (point (ea)(6) proposed as new point in M.A.201 to clarify the responsibility for the maintenance contract in case of OneCAMO)*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC1 CAMO.A.315(b)(6) Continuing airworthiness management

EDTO PROCEDURES

When applicable, the organisation should establish and implement procedures relevant to the management of the continuing airworthiness of aeroplanes conducting extended diversion time operations (EDTO) as set out in Appendix VI to AMC to Part-CAMO (EDTO considerations).

Rationale:

- *This AMC is added to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*

AMC1 CAMO.A.315(c) Continuing airworthiness management

(a) As provided for in M.A.201 or ML.A.201, when the operator is approved as a CAMO, or when the operator/owner contracts a CAMO, this CAMO is in charge of the continuing airworthiness management and this includes the tasks specified:

– for Part-M aircraft, in M.A.301 points (b), (c), (e), (f), (g) and (h);

– for Part-ML aircraft, in ML.A.301 points (b), (c), (d), ~~and~~ (e), and (f).

If the CAMO does not hold the appropriate maintenance organisation approval (~~Part-M Subpart F,~~ Part-CAO or a Part-145 approval), then the CAMO should conclude a contract with the appropriate organisation(s).

[…]

Rationale:

- *Point (a) is proposed to be amended to update the references to points ML.A.301 (d) and (e) to align with the changes made in ML.A.301.*
- *This point has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

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 management 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).

Rationale:

- *CAMO.A.325 is proposed to be amended to correct the reference concerning continuing airworthiness tasks.*

GM2 CAMO.A.325 Continuing airworthiness management data

Point CAMO.A.325 refers to 'continuing airworthiness management tasks referred to in point CAMO.A.315', ~~. As a consequence, this covers continuing airworthiness management tasks but~~ which does not include airworthiness reviews.

Airworthiness review requirements are indicated in point CAMO.A.320 and the requirements for the corresponding record retention are contained in point CAMO.A.220.

Rationale:

- *GM2 CAMO.A.325 is proposed to be amended to correct the reference concerning continuing airworthiness tasks.*

SECTION B — AUTHORITY REQUIREMENTS

~~GM1 CAMO.B.205 Allocation of tasks to qualified entities~~

~~CERTIFICATION TASKS~~

~~The tasks that may be performed by a qualified entity on behalf of the competent authority include those that are related to the initial certification and to the continuing oversight of persons and organisations as defined in Regulation (EU) No 1321/2014.~~

Rationale:

- *This GM is proposed to be deleted because it does not bring any further details or explanations regarding point 145.B.205(a). Therefore, it is not considered useful and may be removed for simplification.*

CAMO.B.300 Oversight principles

[…]

(b) This verification shall:

[…]

(3) be based on assessments, audits and inspections and, if needed, ~~including~~ unannounced inspections;

[…]

[…]

(e) For any oversight activities that are performed at facilities located in a Member State other than where the organisation has its principal place of business, the competent authority, as defined in point CAMO.A.105, shall inform the competent authority of that Member State before performing any on-site audit or inspection of the facilities.

~~For oversight performed at facilities located in another State, the competent authority as defined in point CAMO.A.105 shall inform the competent authority of such State, or the Agency for facilities of organisations having their principal place of business in a third country, before performing any on-site audit or inspection of such facilities.~~

(f) The competent authority shall collect and process any information deemed necessary for performing oversight activities ~~useful for oversight, including for unannounced inspections~~.

[…]

Rationale:

- *Point (b)(3) is proposed to be amended to align with point 145.B.300(b)(3). Unannounced inspections should be a method of inspection available to the competent authority, but they are normally used only in particular circumstances.*
- *Point (e) is proposed to be amended to align with point 145.B.300(e). There is no need to inform EASA for inspection of CAMO facilities outside EU.*

- *Point (f) is proposed to be amended to align with point 145.B.300(f) and be more generic. Unnecessary emphasis on unannounced inspection.*

CAMO.B.305 Oversight programme

[…]

(b) The oversight programme shall be developed taking into account the specific nature of the organisation, the complexity of its activities, the results of past certification and/or oversight activities, and shall be based on the assessment of associated risks. It shall include within each oversight planning cycle:

(1) assessments, audits and inspections, including ~~unannounced inspections and~~, as appropriate ~~applicable~~:

[…]

(v) unannounced inspections;

[…]

[…]

Rationale:

- *Point (b)(1) is proposed to be amended to align with point 145.B.305(b)(1). Unannounced inspections should be a method of inspection available to the competent authority, but it is normally used only in particular circumstances.*

AMC2 CAMO.B.305(c) Oversight programme

OVERSIGHT PLANNING CYCLE — AUDIT

(a) For each organisation certified by the competent authority, all applicable requirements including relevant processes should be ~~completely~~ audited ~~at periods that do not exceed the applicable~~ during the oversight planning cycle. The beginning of the first oversight planning cycle is normally determined by the date of issue of the first certificate. If the competent authority wishes to align the oversight planning cycle with the calendar year, it should shorten the first oversight planning cycle accordingly.

(b) ~~The interval between two audits for a particular process should not exceed the interval of the applicable oversight planning cycle.~~ [Reserved]

[…]

Rationale:

- *Point (a) is proposed to be amended to provide more flexibility on the management of the oversight planning cycle and point (b) is deleted for consistency with Part-145. Note that point (a) of AMC2 145.B.305(c) is also amended to align with point (a) of AMC2 CAMO.B.305(c).*

AMC1 CAMO.B.310(c) Initial certification procedure

~~(a)~~ There may be occasions when the competent authority inspector is unsure about the compliance of some aspects of the applicant's organisation. If this occurs, the inspector should inform the organisation about the possible non-compliance at the time, and about the fact that the situation will be reviewed within the competent authority before a decision is made. If the review concludes that there is no finding, then a verbal confirmation to the organisation should suffice.

~~(b) Findings should be recorded on the audit report form, each with a provisional categorisation as a level 1 or 2 finding. Subsequent to the on-site audit that identified the particular findings, the competent authority should review the provisional finding levels, adjusting them if necessary, and should change the categorisation from 'provisional' to 'confirmed'.~~

Rationale:

- *This AMC is proposed to be amended as all findings need to be closed before the initial certification is granted, there is no added value on classifying them. This proposal aligns already with parallel paragraph in current Part-145, AMC1 145.B.310(c).*

CAMO.B.350 Findings and corrective actions

[…]

(c) A level 2 finding shall be issued by the competent authority when any non-compliance is detected with the applicable requirements of Regulation (EU) 2018/1139 and its delegated and implementing acts, with the organisation's procedures and manuals, or with the terms of an approval or certificate ~~which may lower safety or endanger flight safety~~, which is not classified as a level 1 finding.

(d) When a finding is detected during oversight or by any other means, the competent authority shall, without prejudice to any additional action required by Regulation (EU) 2018/1139 and its delegated and implementing acts, communicate the finding to the organisation in writing, and request corrective action to address the non-compliance(s) identified. ~~Where a~~ If a level 1 finding directly relates to an aircraft, the competent authority shall inform the ~~State~~ competent authority of the Member State in which the aircraft is registered.

[…]

[…]

(f) The competent authority may issue observations for any of the following cases not requiring level 1 or level 2 findings:

(1) for any item whose performance has been assessed to be ineffective;

(2) when it has been identified that an item has the potential to cause a non-compliance under points (b) or (c);

(3) when suggestions or improvements are of interest for the overall safety performance of the organisation.

The observations issued under this point shall be communicated in writing to the organisation and recorded by the competent authority.

Rationale:

- *Point (c) is proposed to be amended to align with the criteria in Part-145 (145.B.350), providing more clear finding classification.*
- *Point (d) is proposed to be amended to clarify that only level 1 findings that directly affect an aircraft must be reported to the competent authority of the Member State of registry. This amendment aligns the provision with point 145.B.350(d).*
- *Point (f) is proposed to be added to mention the possibility of issuing observations.*

GM1 CAMO.B.350(f) Findings and corrective actions; observations

DIFFERENCE BETWEEN 'LEVEL 2 FINDING' AND 'OBSERVATION'

(a) 'Findings' are issued for non-compliance with the Regulation, whereas 'observations' may be issued to an organisation remaining compliant with the Regulation while additional inputs for the organisation could be considered for continuous improvement.

However, the competent authority may decide to issue a 'level 2' finding when the 'observations' process is not managed correctly or overlooked.

(b) Examples to help differentiate between a 'level 2 finding' and an 'observation' are provided below, based on the provisions for the maintenance contracting in accordance with points CAMO.A.315(d)(1).

Example of a 'level 2 finding'

The organisation could not demonstrate compliance with the provisions of CAMO.A.315(d)(1) regarding the issue of an individual work order to the maintenance organisation, as evidenced by:

(1) maintenance work carried out without evidence of a work order issued by the organisation;

(2) communication with AMO consisting of a single e-mail asking for a commercial quotation of the work to be performed.

Examples of 'observations'

– A work order was issued by the organisation and provided to the AMO, but there is no evidence of acceptance e.g. signature or confirmation e-mail. This situation could generate disagreements in case of differences between the tasks requested and those carried out.

– A work order was issued by the organisation and provided to the AMO, but the work order numbering system is complex and prone to error. This situation could lead to confusion in the organisation's planning process.

– A work order was issued by the organisation and provided to the AMO, but it is missing AMO contact information e.g. focal point, safety reporting e-mail address. This situation could generate miscommunication or delays in exchanges of information.

Rationale:

- *This GM is proposed to be added to explain the difference between observations and finding.*

APPENDICES TO ANNEX Vc (PART-CAMO)

GM1 Appendix I to Part-CAMO — Continuing Airworthiness Management Organisation Certificate

FORMAT OF THE CERTIFICATE

The competent authority may issue the certificate either in physical format (i.e. as a printed copy) or in digital format (e.g. as an electronic file).

In addition to issuing the certificate, it is considered good practice for the competent authority to publish and keep updated an online list of approved organisations, including their terms of approval, to enable verification of their status by interested stakeholders.

Alongside the information required by Appendix I to Part-CAMO (EASA Form 14), the certificate may also include practical features such as:

– a means to easily access the organisation's approval status and details (e.g. a scannable QR code redirecting to the list mentioned above),

– where the certificate is issued in digital format and a signature is required, an electronic signature or seal ensuring data integrity and identifying the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is added to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity on how competent authorities may issue organisation certificates (i.e. format and features) and publicly share information on approved organisations. This proposal links with the proposed deletion of point (d) of point CAMO.A.135.*

APPENDICES TO AMC AND GM TO ANNEX Vc (PART-CAMO)

~~Appendix I to AMC1 CAMO.A.115 — EASA Form 2~~

~~The provisions of Appendix IX to AMC M.A.602 and AMC M.A.702 EASA Form 2 apply.~~

Rationale:

- *EASA Form 2 is proposed to be deleted with Appendix IX to AMC M.A.602 and AMC M.A.702 to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014 and grant additional flexibility to competent authorities for receiving applications.*

  The objective is not to prescribe any specific formatting and simplify the regulatory framework by referring only to AMC1 CAMO.A.115 (see proposed amendments thereto).

Appendix IV to AMC1 CAMO.A.315(c) — Contracted maintenance

[…]

2. Aircraft/engine maintenance

[…]

2.3. Subcontracting

The maintenance contract should specify under which conditions the maintenance organisation may subcontract tasks to a third party (regardless if this third party is approved or not). At least, the contract should make reference to ~~M.A.615,~~ CAO.A.095(a)(2) and 145.A.75(b). Additional guidance is provided by the associated AMC and GM. In addition, the CAMO may require the maintenance organisation to obtain the CAMO approval before subcontracting to a third party. Access should be given to the CAMO to any information (especially the compliance monitoring information) about the maintenance organisation's subcontractors involved in the contract. It should, however, be noted that under the CAMO responsibility both the CAMO and its competent authority are entitled to be fully informed about subcontracting, although the competent authority will normally only be concerned with aircraft, engine and APU subcontracting.

When maintenance is subcontracted to another approved maintenance organisation, the scope of the subcontracted activities should be well defined and it should be ensured that the maintenance is carried out and released under the approval and procedures of the subcontracting organisation (e.g. approval number, certifying staff, documentation and tooling, internal oversight, record keeping, etc).

2.4. Maintenance programme

The maintenance programme, under which maintenance has to be performed, has to be specified.

When applicable, the contract between the CAMO and the maintenance organisation should address the implementation of maintenance procedures and tasks related to extended

diversion time operations (EDTO), as specified in Appendix VI to AMC to Part-CAMO (EDTO considerations).

The CAMO should have that maintenance programme approved by its competent authority.

[…]

2.22. Exchange of information

Each time exchange of information between the CAMO and the maintenance organisation is necessary, the contract should specify what information should be provided and when (i.e. in which case or at what frequency), how, by whom and to whom it has to be transmitted.

In particular, the contract should specify the procedures necessary to ensure that maintenance activities performed by multiple maintenance organisations are properly coordinated.

[…]

Rationale:

- *Point 2.4 is proposed to be amended to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It makes reference to the new proposed Appendix VI to AMC to Part-CAMO (EDTO considerations) which contains provisions relevant to the subject of this AMC.*
- *Points '3. Subcontracting' and '22. Exchange of information' are proposed to be amended to add additional description for consideration of maintenance being subcontracted and exchange of information.*
- *This AMC has also been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

Appendix VI to AMC to Part-CAMO – EDTO considerations

1. GENERAL

1.1 Scope

This appendix provides considerations relative to organisations working with aeroplanes conducting extended diversion time operations (EDTO) and the competent authorities responsible for their approval and oversight.

This appendix addresses the following AMC to Part-CAMO: AMC4 CAMO.A.305(g), AMC1 CAMO.A.315(b)(6), and Appendix IV to AMC1 CAMO.A.315(c).

This appendix addresses the following AMC to Part-M: AMC M.A.302(d), AMC M.A.302(g), and AMC1 M.B.102(c).

This appendix addresses the following AMC to Part-145: AMC5 145.A.30(e) and AMC1 145.A.65.

This Appendix provides acceptable means for ensuring the continuing airworthiness of aircraft conducting EDTO, based on ICAO Doc 10085 (EDTO Manual).

EDTO were introduced through Amendment 36 to ICAO Annex 6, Part I, Section 4.7 and replaced ETOPS. Importantly, the term ETOPS may not have been updated in all the relevant documentation

that CAMOs and maintenance organisations may come across (e.g. manufacturer documentation) but may be considered as equivalent to EDTO.

1.2 EDTO certification

The aircraft TCDS refers to a configuration, maintenance and procedures (CMP) document, which specifies the minimum required CMP and dispatch standards that need to be complied with before commencing EDTO operations.

The CMP document typically contains the particular 'airframe-engine combination' configuration minimum requirements, including the specific maintenance tasks and inspections, the oil consumption programme, the service check, the dispatch restrictions in the MMEL and the approved EDTO parts and their life limits. The relevant aspects should be reflected in the aircraft maintenance programme (AMP), the Minimum Equipment List (MEL), and CAME and/or referred EDTO manual procedures.

For additional information, the CAMO is recommended to consider ICAO Doc 9760, Part IV, Chapter 5 on Airworthiness Requirements for EDTO.

1.3 EDTO continuing airworthiness considerations

The provisions of this Appendix apply to CAMOs and maintenance organisations working with aircraft subject to an EDTO operational approval, and should be considered in addition to the applicable requirements of Part-M, Part-CAMO and Part-145. They specifically concern:

– Continuing airworthiness management, maintenance, and the associated expositions;

– Aircraft technical log (ATL);

– Aircraft maintenance programme and reliability programme;

– EDTO significant systems;

– Parts (configuration) control;

– Contracting, subcontracting and interface management with maintenance organisations;

– Competence and qualification of continuing airworthiness management and maintenance personnel;

– Occurrence reporting.

2. CAME, MOE, AND SPECIFIC EDTO PROCEDURES

The CAMO and contracted Aircraft Maintenance Organisation(s) (AMO) should prepare procedures that ensure proper incorporation of EDTO aspects in their continuing airworthiness and maintenance systems and their application in case aircraft operates under EDTO rules, as defined by the operator.

The CAMO, in cooperation with the operator, and the AMO should develop detailed procedures in their CAME, MOE, or referred stand-alone EDTO manual, to control and support their EDTO. To this end, the aspects described in the sections below, should be addressed.

The procedures established by the CAMO and AMO should preclude an aeroplane from being dispatched for EDTO flights after an engine in-flight shut down (IFSD), an EDTO significant system

failure, or the discovery of significant adverse trends in EDTO significant system performance without appropriate corrective actions being taken beforehand.

3. CONTINUING AIRWORTHINESS MANAGEMENT

For aircraft operated under EDTO rules the CAMO should in particular consider:

- the AMP, which should include:
  - all scheduled maintenance tasks applicable to both EDTO and non-EDTO operations, coming typically from the maintenance review board report/maintenance planning document (MRBR / MPD), the certification maintenance requirements (CMR), or any other applicable airworthiness limitation;
  - the additional specific task intervals coming typically from the CMP document.
- EDTO significant systems in case of unscheduled maintenance;
- the reliability programme.

3.1 AIRCRAFT MAINTENANCE PROGRAMME

In the context of the EDTO approval process, a review of the AMP should be performed to ensure that it adequately supports the targeted EDTO operations.

This review should address the standards and instructions concerning scheduled and unscheduled maintenance tasks (including the TCDS, the referred CMP document, MRB document, IPC, AMM and any applicable instructions for continuing airworthiness (ICA) that may affect EDTO requirements), as well as the pre-departure service checks (pre-flight, transit, daily and weekly checks, as applicable). The EDTO-related tasks should be incorporated and marked in the AMP, or in a specific EDTO AMP supplement.

3.2 EDTO SIGNIFICANT SYSTEM

An EDTO significant system is a system whose failure or degradation could adversely affect the safety of an EDTO flight or the continued functioning of which is important for safe flight and landing of an aeroplane during an EDTO diversion. EDTO significant systems may include the following and may vary between aircraft types:

- electrical systems, including battery;
- hydraulic systems;
- pneumatic systems;
- flight instrumentation;
- fuel systems;
- flight controls;
- ice protection systems;
- engine start and ignition;
- engine system instruments;
- navigation and communications;

– engines;

– auxiliary power units;

– air conditioning and pressurization;

– cargo fire suppression;

– engine fire protection;

– emergency equipment.

Different types of EDTO significant systems may be distinguished: i.e. systems that are identical and those that are similar.

3.2.1. Identical EDTO significant systems

Two or more systems may be identified as 'identical' EDTO significant systems when they share identical characteristics (fit, form and function). Examples are the left and the right engine-driven electrical generator.

3.2.2. Similar EDTO significant systems

Two or more systems may be identified as 'similar' when they are either:

– 'substantially similar' EDTO significant systems: these are engine-driven components mounted on both engines with similar attach procedures (e.g. the electrical generator mounted on engine one and the engine-driven hydraulic pump mounted on engine two). Improper installation of these components could result in oil loss on both engines;

– 'redundant' EDTO significant systems: these are systems providing the same redundant function. E.g. the engine-driven electrical generator and the APU-driven electrical generator.

Improper maintenance could lead to the loss of multiple EDTO significant systems and/or loss of redundancy in the related EDTO significant function (e.g. dual loss of electrical power sources). Even though the tasks may not be exactly the same, the potential impact of a maintenance error on the level of redundancy should be considered.

3.2.3 Control of EDTO significant systems

The CAMO should define a list of EDTO significant systems for each fleet of a given aircraft type that will be operated under EDTO, based on recommendations from the TC holder. This list may be adapted according to the CAMO's experience and internal procedure which should be included in the CAME Part 1 Section 1.14.

This list of EDTO significant systems is required mainly to allow the CAMO, in coordination with the AMO, to avoid multiple human errors pertinent to those systems and to track and report, through the reliability programme, the EDTO related events.

The procedures in the CAME and the MOE of the contracted AMO should define and control the identical, similar, and redundant EDTO significant systems and incorporate provisions relative to multiple errors and reliability.

3.2.3.1 Multiple errors

In order to avoid multiple human errors during maintenance activities, potentially compromising more than one system or function, the EDTO significant systems on the list should follow the same process to control maintenance errors as defined in AMC1 145.A.48(c)(3) and GM1 145.A.48(c)(3).

In addition, the EDTO pre-departure check and a verification system should be implemented in accordance with Sections 3.4 and 3.5 of this Appendix.

3.2.3.2 Reliability

In order to monitor and maintain EDTO reliability, EDTO significant systems should also be incorporated in the Reliability Programme as described in Section 3.8 of this Appendix.

In addition, the EDTO parts control system and the occurrence reporting system should be implemented in accordance with Sections 4 and 8 of this Appendix.

3.3 PLANNING OF MAINTENANCE TASKS RELATED TO EDTO

The CAMO should identify which AMP maintenance tasks relate to EDTO, and, in particular, which concern EDTO significant systems. These should be performed and/or released by AMO staff qualified in EDTO, as described in Section 6 of this Appendix. EDTO-related tasks should be:

– identified on the task cards and in related instructions, or

– packaged together and identified as a separate EDTO work package.

If the CAMO has not identified EDTO-related tasks in the task cards package, then all tasks of the package must be accomplished by EDTO-qualified personnel.

3.3.1 EDTO-specific tasks

EDTO-specific tasks are uniquely required when the aircraft is operated under EDTO and are identified in the associated MPD and CMP documents. The CAMO should ensure that these tasks are incorporated in their AMP and in the production planning system of the AMO in accordance with point 145.A.47.

An EDTO specific task could be an existing task with a different interval for EDTO, a task unique to EDTO operations, or a task mandated by the CMP resulting from the in-service experience review.

3.3.2 EDTO-relevant tasks

EDTO-relevant tasks should be identified and planned to restore and/or maintain the reliability levels required for EDTO, when an EDTO significant system is impacted by:

– an EDTO significant functional failure; or

– a reliability constraint stemming from a system/component design that requires a different maintenance interval than the one quoted in the basic (non-EDTO adapted) MRB document.

These tasks might be specified in the CMP document and could include systems identified in the EDTO significant systems list. Examples of such tasks include:

– removal/installation of an engine or APU;

– removal/installation of a component and involving work on the fuel, oil, hydraulic, electric and pneumatic systems;

– maintaining systems (variable frequency generation (VFG), fuel pump, oil system, gearbox, etc.) whose failure could lead, in case of improper execution, to the loss of the concerned engine;

– servicing tasks which may be typically performed during an EDTO pre-departure check (e.g. engine oil, VFG, APU).

3.4 PRE-DEPARTURE CHECK

The pre-departure checks (pre-flight, transit, daily and weekly checks, as applicable) should be amended to include verifying the status of the aircraft and the EDTO significant systems to confirm their adequate operation prior to dispatch.

The systems to be checked are derived from the CAMO list of EDTO significant systems. The objectives are to identify correct any failures of EDTO significant systems before the next EDTO flight that are not allowed by the MEL, and to prevent system failures during the next EDTO flight.

The EDTO pre-departure check should include the:

– standard pre-flight items, with an inspection of the aircraft interior and exterior (as for non-EDTO flights);

– review of the aircraft technical log for EDTO significant system items and servicing entries;

– verification that all EDTO significant systems defects have been rectified or deferred within the limits prescribed by applicable maintenance data and the MEL;

– verification of the engine and APU, oil quantities and calculating and recording the consumption rates;

– verification of cargo liner integrity (typically for class D compartments);

– verification of fuel cross-feed valves;

– assessment of the EDTO status of the aircraft and related EDTO maintenance release.

This check should be accomplished and signed off by an EDTO qualified staff prior to an EDTO flight. However, the CAMO should clearly identify the EDTO related tasks on their pre-departure checklists if non-EDTO qualified staff are allowed to accomplish the non-EDTO tasks.

3.5 VERIFICATION PROCEDURE

The CAMO, in cooperation with the AMO, should have a verification procedure and ground verification tasks should be defined in the CAME and detailed in the MOE procedure to ensure a positive ground verification prior to EDTO dispatch and that corrective actions have effectively resolved the issues in specific areas, such as:

– engine failures (e.g. IFSD occurrences);

– failures of an EDTO Significant System;

– adverse trends;

– any prescribed event that could affect EDTO operation.

A clear description of who should initiate verification tasks, who is responsible for determining what tasks are necessary and how they are managed (including deferral via MEL) should be established in the respective CAME and MOE procedures. Acceptable verification tasks typically include:

– built-In test equipment (BITE) Tests;

– functional Checks;

– operational Checks;

– other ground tests, such as those specified in the Fault Isolation Manual (FIM), Airplane Maintenance Manual (AMM), or airline-specific procedures;

In certain cases, when the discrepancy cannot be verified on the ground, a verification flight is required. The criteria and programme should be defined in the relevant CAME procedure on Maintenance Check Flights (MCF). Verification flights may be needed when:

– the APU changes or APU oil/fuel/control system break downs;

– the engine changes or the engine system breaks down (potentially owing to fuel/oil/ignition/control systems);

– intermittent failures occur, which cannot be reproduced on the ground;

– altitude related failures.

3.6 CONTROL OF THE AEROPLANE'S EDTO STATUS: EDTO RELEASE STATEMENT

The EDTO status of the aircraft should be indicated to the flight crew prior to each EDTO flight. For that purpose, an EDTO release statement should be issued by the AMO, which is normally included in the Aircraft Technical Log (ATL).

This EDTO maintenance release statement should be provided to the flight operations organisation for operations control and flight preparation purposes. It should clearly indicate:

– whether the concerned aircraft is EDTO capable (yes or no); and

– the related maximum diversion time capability.

An EDTO maintenance release statement should therefore confirm that:

– the aircraft condition has been checked and confirmed to comply with the applicable EDTO dispatch requirements specified in the concerning CAMO (interface) procedure and applicable MEL;

– the EDTO items of the maintenance and pre-departure checks have been accomplished;

– the aircraft configuration has been checked and confirmed to comply with the applicable configuration standards set forth in the CMP document (as applicable).

If the MEL cannot be complied with for EDTO, or if the aircraft configuration and/or maintenance do not comply with the applicable EDTO CMP standards, the "non-EDTO" status of the aircraft should be indicated in the ATL. To restore the aircraft's "EDTO" status, all the EDTO discrepancies should be assessed and/or rectified in line with the applicable EDTO CMP configuration and maintenance standards and/or the EDTO requirements of the MEL.

If during maintenance an EDTO-associated part needs to be replaced, the EDTO status of the aircraft can only be maintained when the same part number or an alternative part number which is also approved for EDTO is installed. An interface procedure should describe how the AMO qualified staff identifies EDTO part capability and how the coordination with the CAMO should take place, to ensure that flights do not exceed the configuration capability (90, 120, 180 minutes, etc.).

Following a complex maintenance check, it should be considered whether the first flight after such check can be an EDTO flight.

3.7 RELIABILITY PROGRAMME

The reliability programme of an EDTO operated aircraft should be designed with the early identification and prevention of failures or malfunctions of EDTO significant systems as the primary goal.

Therefore, the reliability programme should include an assessment of EDTO significant systems performance to detect system failure trends. Appropriate corrective actions, such as a scheduled task adjustment, should be taken to ensure that EDTO reliability is maintained.

An EDTO reporting arrangement with the competent authority should be established to ensure that the CAMO is periodically reporting, or more often if adverse trends related to EDTO operations are identified.

3.7.1 Propulsion system reliability monitoring and reporting

3.7.1.1 The CAMO should assess, as a minimum, engine hours flown in the period, in-flight shutdown rate for all causes and engine removal rate, both on a 12-month moving average basis. Where the combined EDTO fleet is part of a larger fleet of the same aircraft/engine combination, data from the total fleet is acceptable.

3.7.1.2 Any adverse sustained trend to propulsion systems would require an immediate evaluation to be accomplished in consultation with the competent authority. The evaluation may result in corrective action or operational restrictions being applied.

3.7.1.3 A high engine in-flight shutdown rate for a small fleet may be due to the limited number of engine operating hours and may not indicate an unacceptable trend. The underlying causes for such an increase in the rate will have to be reviewed on a case-by-case basis in order to identify the root cause of events so that the appropriate corrective action is implemented.

3.7.1.4 If a CAMO has identified an unacceptable engine in-flight shutdown rate caused by maintenance or operational practices, then the appropriated corrective actions should be taken.

NOTE: For a small fleet it is recommended to perform systematically an event-oriented analysis, as statistical analysis of IFSD may not be relevant.

3.7.1.5 The CAMO assessment of propulsion systems reliability for the EDTO fleet should be made available to the competent authority (with the supporting data) on at least a monthly basis, to ensure that the approved maintenance programme continues to maintain a level of reliability necessary for EDTO operations as established in AMC6 ARO.OPS.200(a)(3) (the EDTO approval process).

3.8.2 Engine condition monitoring programme

3.8.2.1 The CAMO should implement an engine condition monitoring programme to detect deterioration at an early stage to allow for corrective action before safe operation is affected, and to ensure internal limit margins (e.g. rotor speeds, exhaust gas temperatures) are maintained to support single-engine diversion scenarios.

3.8.2.2 The engine condition monitoring programme should describe the parameters to be monitored, method of data collection and corrective action process. The programme should reflect the manufacturer's instructions and industry practices.

3.8.2.3 Engine limits established in the monitoring programme should account for the effects of additional engine loading demands (e.g. anti-icing, electrical, etc.), which may be required during the one-engine-inoperative flight phase associated with the diversion.

3.8.2.4 The engine condition monitoring programme should ensure that a one-engine-inoperative diversion may be conducted without exceeding approved engine limits (e.g. rotor speeds, exhaust gas temperature) at all approved power levels and expected environmental conditions.

3.8.3 Oil consumption monitoring programme

3.8.3.1 The oil consumption monitoring programme should reflect the (S)TC holder's recommendations and track oil consumption trends. The monitoring programme must be continuous and include all oil added at the departure station.

3.8.3.2 If oil analysis is recommended for the type of engine installed, it should be included in the programme.

3.8.3.3 If the APU is required for EDTO dispatch, the APU should be added to the oil consumption monitoring programme.

3.8.4 APU in-flight start monitoring programme

3.8.4.1 The purpose of the APU in-flight start monitoring programme is to demonstrate and/or confirm that the APU is able to start at altitude while in flight. This in-flight verification is necessary as the capability of the APU to start at altitude can usually not be demonstrated while the aircraft is on ground.

3.8.4.2 The CAMO should develop a programme to monitor the in-flight start capabilities of each APU. It should ensure that the 'APU cold soak in-flight start and run reliability' at cruise altitude is above 95 % success rate for a minimum of 20 attempts. Furthermore, tracking and reporting of the 'APU run reliability' (including failed in-flight starts) should also be implemented when the APU is classified as an EDTO significant system.

3.8.4.3 The CAMO should propose an APU in-flight start/run programme to its competent authority, considering its own experience and any applicable national regulations or guidance.

3.8.4.4 Once the APU in-flight start reliability is proven, the APU in-flight start monitoring programme may be alleviated. The APU in-flight start monitoring programme and its amendments should be acceptable to the competent authority.

3.8.4.5 In addition to the routinely performed in-flight starts, conducting a high-altitude cold soak start test is recommended after any maintenance that may impact the APU's start capability (e.g. replacing the APU, electronic control box, fuel control unit, igniters, etc.).

4. EDTO PARTS AND CONFIGURATION CONTROL

The CAMO should establish a parts control procedure to ensure compliance with EDTO CMP configuration standards for aeroplanes that conduct EDTO. The procedure should ensure that parts installed on aeroplanes conducting EDTO comply with the applicable EDTO configuration in the CMP document or IPC. The existing system to control parts and their configuration status should be strengthened in the following areas:

– Configuration and status control: the system should ensure that only parts approved for EDTO are obtained and used by considering:
  – CMP document instructions relevant to EDTO;
  – Illustrated Parts Catalog (IPC);
  – MEL;
– Parts control procedure: a detailed parts control procedure should be established, outlining the steps involved in ordering, receiving, storing, and using parts used in an EDTO operations;
– Parts acceptance and certification: EDTO parts should meet the specific EDTO requirements. Clear purchasing and receiving inspection instructions should be available and used to ensure that correct parts, certificates and historical information are accepted before entering the

system. Particular attention should be given to prevent the access of unapproved and bogus parts.

- Borrowed or purchased parts should only be accepted after the assessment of:
  - EDTO MEL requirements;
  - CMP document - Configuration Standards / Parts List;
  - Reliability data;
  - Area of operation / Route structure;
  - EDTO Flight Kit.
- Identification: EDTO parts should be identified as APPROVED FOR EDTO before being stored or used.
- Inventory Management: a system should be established to ensure that the necessary EDTO parts are available and kept in good condition in accordance with the applicable maintenance standards and storage specifications. EDTO parts should be segregated in the store.
- Maintenance records: certificates, including the usage and maintenance history, should be analysed and kept. This information is essential for determining the reliability and performance of the parts during EDTO operations.
- Coordination with AMO: the maintenance contract and/or procedure should define how and under what conditions the AMO should control the purchase, receiving inspection, configuration and storage of EDTO parts;
- EDTO parts reliability control: the CAMO, in cooperation with the AMO, should track parts associated with EDTO significant systems for reliability review and reporting.

If an EDTO part needs to be replaced, the EDTO status of the aircraft can only be maintained when the same part number, or an alternative part number, which is also approved for EDTO use, is installed. The EDTO information in the IPC reflects the related restrictions or instructions from the CMP Document.

5. CONTRACTING, SUBCONTRACTING AND INTERFACE MANAGEMENT

The CAMO should ensure that EDTO related activities that are performed by contracted maintenance organisations and subcontractors are properly defined and applied in accordance with points CAMO.A.205 and CAMO.A.315.

The maintenance contract, as addressed in Appendix IV to AMC1 CAMO.A.315(c), and the contract with the subcontractor, as addressed in Appendix II to AMC1 CAMO.A.125(d)(3), should describe the specific requirements for aircraft operating under EDTO and address the additional EDTO related procedures that the maintenance organisation should apply.

The contracts should specify the additional EDTO provisions into the scope of the contacted and subcontracted work and refer to the (interface) procedures, instructions, documents, tools, parts and the training and reporting requirements that need in particular to be applied by contractors and subcontractors for aircraft that are or will be operated under EDTO.

The CAMO should describe this process in the CAME and further monitor the compliance of the contractors and subcontractors with the relevant requirements pertinent to EDTO.

The contractors and subcontractors should incorporate the CAMO’s requirements, as defined in the contracts and procedures, into their own systems and procedures.

6. EDTO TRAINING AND QUALIFICATION

All personnel involved in EDTO should be made aware of the special nature of EDTO, have an understanding of its impact on their job and have the knowledge, skills and ability to properly accomplish their tasks.

6.1 TRAINING

An EDTO training programme should be developed, dedicated for staff of both the CAMO and the contracted Maintenance Organisation. The specific theoretical, practical, and/or process training should be defined in a programme approved by the competent authority as an integral part of the CAME.

All CAMO personnel involved in the continuing airworthiness management of aircraft should have knowledge of EDTO procedures. In addition, the CAMO should ensure that maintenance organisation personnel that are involved in EDTO maintenance activities have completed an EDTO training course reflecting the EDTO procedures relevant to the CAMO.

The EDTO training programme should provide initial and recurrent training. The training should cover:

- an introduction to EDTO regulations, including the applicable elements of:
  - ICAO Annex 6;
  - ICAO Doc. 10085;
  - Regulation (EU) No 1321/2014 (Part-M, Part-145, and Part-CAMO);
  - Regulation (EU) No 965/2012 Subpart SPA on EDTO;
  - this Appendix;
- a brief synopsis of Type Design Approval with considerations on EDTO
- a brief synopsis of EDTO operations approval:
  - maximum approved diversion times and time-limited systems capability;
  - the operator's approved diversion time;
  - the EDTO area and routes;
  - the MEL with considerations on EDTO.
- EDTO Continuing Airworthiness elements:
  - AMPs;
  - EDTO significant systems;
  - EDTO related maintenance tasks;
  - dual maintenance limitations;
  - EDTO pre-departure check;
  - verification programme;
  - control of the aeroplane's EDTO status; EDTO release statement;
  - parts and configuration control programme;
  - reliability programme:
  - propulsion system monitoring, including:

- engine condition monitoring programme;
- oil consumption monitoring programme and oil analysis;
- APU in-flight start monitoring programme;
- EDTO significant systems reliability.

- relevant CAME, MOE and EDTO procedures, as well as the ATL, addressing the elements of this Appendix;
- maintenance contracts and interface procedures between the CAMO and the Part-145 AMO.

6.2 QUALIFICATION

EDTO tasks should be performed by staff qualified for EDTO to minimise the procedural and human errors that could be detrimental to the safety of the operation. The CAMO should select those EDTO-related tasks from the AMP which concern EDTO significant systems. The CAME, MOE and/or related EDTO procedures should identify these tasks.

Criteria to be met for being authorised as an EDTO qualified staff, as well as for the currency of such authorisation, should be detailed in the concerning MOE procedure. AMC4 145.A.48(c)(2) on independent qualified staff should serve as the basis, but they should have received at least the specified EDTO training.

7. OCCURRENCE REPORTING

In addition to the occurrences generally required to be reported in accordance with Regulation (EU) 2015/1018, the following items concerning EDTO should be included:

- in-flight shutdowns;
- diversion or turn-back;
- un-commanded power changes or surges;
- inability to control the engine or obtain the desired power;
- significant malfunction of an EDTO critical system or equipment, including emergency system or equipment, during maintenance testing or failure to activate these systems after maintenance;
- failures or malfunctions of EDTO significant systems; and
- other events that can have a detrimental effect on an EDTO flight.

Note: status messages, transient failures, intermittent indication of failure, messages tested satisfactorily on ground not duplicating the failure, should only be reported after an assessment by the operator concluded that an unacceptable trend has occurred on the system.

In addition to the mandatory data fields generally required to be reported in accordance with Regulation (EU) No 376/2014 Annex I, point 2.1 (4), the following data fields concerning EDTO should be filled as applicable:

- engine or APU identification (part and serial number);
- total time since new, cycles and time since last shop visit or time since installation;
- for systems; time since overhaul or last inspection of the defective unit;

– corrective actions (maintenance actions carried out);

– in case of an IFSD; engine configuration, weather, symptoms leading up to the event.

8. OVERSIGHT BY THE COMPETENT AUTHORITY

The competent authority should ensure that its oversight of CAMOs and contracted AMOs performing activities related to aeroplanes conducting EDTO verifies that these activities are performed in accordance with approved procedures and the provisions of this Appendix.

The competent authority should ensure that their systems, procedures, tools, competence and training needs used for oversight adequately incorporate EDTO in all the aspects covered by this Appendix; both in the initial certification and the continuous oversight processes in accordance with CAMO.B.300(a) and 145.B.300(a).

All these aspects should be verified for compliance and effective implementation and application. When satisfied that a CAMO or AMO complies with the applicable provisions, the competent authority should approve the exposition and issue a certificate or approve the change, respectively in accordance with CAMO.B.310(e) and 145.B.310(e), or in accordance with CAMO.B.330(c) and 145.B.330(c).

In addition, the competent authority should ensure adequate cooperation between the departments responsible for continuing airworthiness and air operations (considering Regulation (EU) No 965/2012).

Rationale:

- *This AMC is proposed to be added to implement the latest relevant revision of ICAO Annex 6 Part I, which introduced EDTO, and to move the content of Appendix 8 to AMC 20-6B to the AMC to Regulation (EU) No 1321/2014, as further explained in Section 2.3 of the Explanatory Note. It is referred to in the relevant AMC to Part-145 and Part-CAMO.*

ANNEX VD (PART-CAO)

SECTION A — ORGANISATION REQUIREMENTS

CAO.A.010 Scope

This Annex establishes the requirements to be met by a combined airworthiness organisation (CAO) in order to be issued, upon application, an approval ~~for the maintenance and continuing airworthiness management of aircraft and components for installation thereon~~ to exercise the privileges laid down in point CAO.A.095 and to continue carrying out ~~those~~ the associated activities~~, where such~~ in relation to aircraft that are not classified as complex motor-powered aircraft and are not listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008.

Rationale:

- *This point is proposed to be amended to include all activities a CAO may be approved for and to which the conditions set out at the end of the sentence must apply (non-CMPA aircraft or not listed in the AOC of a licensed air carrier).*

AMC1 CAO.A.015 Application

~~An application should be made on an EASA Form 2 (Appendix III to AMC1 CAO.A.015) or an equivalent form that is acceptable to the competent authority.~~

~~Draft documents should be submitted at the earliest opportunity so that the assessment of the application can begin. The initial certification or approval of changes cannot take place until the competent authority has received the completed documents.~~

1. Format of the application

The application for an organisation certificate should be made in accordance with the application process defined by the competent authority, which may include applications:

– using documentation in physical format;

– using an online platform allowing the upload of supporting documentation;

– using other practical means deemed appropriate by the competent authority.

2. Application information

The application should include at least the following information:

– The organisation certificate(s) or changes thereto which are applied for (e.g. Part-145 approval initial or change).

Organisations that apply for several certificates or changes thereto pursuant to Regulation (EU) No 1321/2014 may do so through a single application;

– Registered name and trading name (if different) of the applicant;

– Address(es) of the applicant which require approval;

– Contact information of the applicant (e.g. telephone, email, etc.);

– Terms of approval and scope of work relevant to the application;

– Name, position, and signature of the person responsible for the application.

When the application is made digitally, the signature should be an electronic signature meeting at least the requirements for advanced electronic signatures as set out in Regulation (EU) No 910/2014 (eIDAS);

– Place where and date when the application was submitted.

Rationale:

- *This AMC is proposed to be amended to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014. This amendment mentions that physical and digital applications are all possible, as decided by the competent authority. In addition, EASA Form 2 is deleted and all references thereto as well in order not to prescribe any specific formatting but rather to list the minimum application information.*

  To complement this change, Appendix III to AMC1 CAO.A.015, referring to EASA Form 2, is deleted.

  The second paragraph is also proposed to be deleted because not deemed valuable as part of an AMC and not aligned with corresponding application provisions in other annexes.

CAO.A.020 Terms of approval

(a) The CAO shall specify the approved scope of work in its combined airworthiness exposition (CAE), as provided for in point CAO.A.025.

[…]

~~Organisations obtaining an approval in accordance with this Annex on the basis of an existing organisation approval issued in accordance with Subpart G or Subpart F of Annex I (Part-M) or Annex II (Part-145) in accordance with paragraph 4 of Article 4, shall include in the scope of work all the necessary details to ensure that the privileges are identical to the ones included in the existing approval.~~

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

AMC1 CAO.A.025 Combined airworthiness exposition (CAE)

This AMC provides an outline of the layout of an acceptable CAE.

Chapter	Description	Implementing rule reference
[…]		
PART B — GENERAL PROCEDURES		
[…]		
B.4	Qualification, assessment and training of staff	CAO.A.035(c)/(d)/(e)/(f); CAO.A.040(a); CAO.A.045(a)/(b)/(c); CAO.A.060~~(a)~~(b)(1)

Chapter	Description	Implementing rule reference
[…]		
B.9	Records management and retention	~~CAO.A.035(e);~~ CAO.A.040(d); ~~CAO.A.045(e);~~ CAO.A.050(b); CAO.A.060~~(j)~~(b)(11); CAO.A.075(a)/(b)(9); CAO.A.090; CAO.A.100(c); CAO.A.085
[…]		
PART C — MAINTENANCE PROCEDURES		
[…]		
C.3	Components, equipment, tools and material (supply, acceptance, segregation, storage, calibration, etc.)	CAO.A.050; CAO.A.060~~(d)~~(b)(4); CAO.A.030(b)
C.4	Maintenance facility (selection, organisation, cleanliness and environmental limitations)	CAO.A.060~~(b)/(e)/(f)~~(b)(2)/(b)(5)/(b)(6)
C.5	Maintenance accomplishment and maintenance standards	CAO.A.095(a)(1); CAO.A.060~~(c)~~(b)(3); Appendix I points (b)/(c)/(d)
C.6	Prevention of maintenance error	CAO.A.060~~(g)/(i)~~(b)(7)/(b)(9)
C.7	Critical maintenance tasks and error-capturing method	CAO.A.060~~(h)~~(b)(8)
[…]		
C.10	Defects arising during maintenance	CAO.A.060(b)(10); ~~CAO.A.075(b)(6)~~
[…]		
PART E — SUPPORTING DOCUMENTS		
[…]		
E.6	Copy of contracts for subcontracted continuing airworthiness management tasks	

Rationale:

- *This AMC proposed to be amended to update the implementing rule references, following the restructuring of point CAO.A.060.*
- *The E.6 procedure heading is proposed to be amended to correct the reference to continuing airworthiness tasks, where the intention is to refer to continuing airworthiness **management** tasks specifically.*

CAO.A.035 Personnel requirements

[…]

(e) The CAO shall assess ~~and record~~ the qualification of all personnel.

[…]

Rationale:

- *Point (e) is proposed to be amended to delete and move the CAO requirement for recording qualifications of all personnel to CAO.A.090(a)(5) (Record-keeping).*

CAO.A.040 Certifying staff

(a) Certifying staff shall comply with the requirements of Article 5. They shall only exercise their privileges to release maintenance if the CAO has ensured:

(1) that these aircraft certifying staff meet the requirements of point (b) of point 66.A.20 of Annex III (Part-66) except when paragraph 6 of Article 5 refers to a national regulation of a Member State, in which case, they shall meet the requirements of such a regulation;

[…]

(d) The CAO shall record the details concerning certifying staff and maintain an up-to-date list of all certifying staff, together with details on their scope of approval, as part of the organisation's exposition.

Rationale:

- *Point (a)(1) is proposed to be amended to clarify that it applies only to aircraft certifying staff, since Article 5 contains requirements for other certifying staff, such as specified in point (6) and (9) of that Article. For component certifying staff working under a component-rated CAO, qualifications must comply with the national laws of the relevant Member State. For certifying staff releasing NDT tasks under an NDT-rated CAO, qualifications must comply with a European or equivalent standard recognised by the Agency, such as EN 4179.*
- *Point (d) is proposed to be deleted since the list of certifying staff and their scope of approval is covered with point CAO.A.025(a)(5) and other records are covered with the new proposed point CAO.A.090(a)(5).*

CAO.A.045 Airworthiness review staff

[…]

(e) The CAO shall maintain a record of all its airworthiness review staff, which shall include details of any appropriate qualification and a summary of relevant continuing airworthiness experience and training of the person concerned, as well as a copy of his or her authorisation. It shall retain that record for a period of at least 2 years after the date at which the person concerned no longer works for the CAO.

Rationale

- *Point (e) is proposed to be deleted since the list of airworthiness review staff and their scope of approval is covered with point CAO.A.025(a)(7), their authorisation covered with point CAO.A.045(d), and other records are covered with the new proposed point CAO.A.090(a)(5).*

AMC1 CAO.A.045 Airworthiness review staff

(a) Airworthiness review staff already authorised to perform airworthiness review for an organisation approved in accordance with Part-M Subpart F, Part-M Subpart G, Part-CAMO or Part-145 is considered to be authorised in accordance with Part-CAO when such organisation applies for a Part-CAO approval. This means that no additional supervision is needed to be authorised to be accepted to continue carrying out airworthiness reviews. This does not

supersede the requirement for the organisation to ensure that all personnel is competent for the job they are authorised.

[…]

Rationale:

- *This point has been amended to reflect the deletion of Part-M Subpart F (M.A.6xx, M.B.6xx) and Subpart G (M.A.7xx, M.B.7xx) as further explained in Section 2.3 of the Explanatory Note.*

CAO.A.060 Maintenance standards

(a) The CAO shall be responsible for the maintenance that is performed within the scope of its approval.

(b) When performing maintenance, the CAO shall comply with all of the following requirements:

~~(a)~~(1) ensure that any person performing maintenance is qualified in accordance with the requirements of this Annex;

~~(b)~~(2) ensure that the area in which maintenance is carried out is well organised and clean (no dirt or contamination);

~~(c)~~(3) use the methods, techniques, standards and instructions specified in the maintenance data and work orders referred to in point CAO.A.055;

~~(d)~~(4) use the tools, equipment and material specified in point CAO.A.050;

~~(e)~~(5) ensure that maintenance is performed in accordance with any environmental limitations specified in the maintenance data referred to in point CAO.A.055;

~~(f)~~(6) ensure that proper facilities are used in case of inclement weather or lengthy maintenance;

~~(g)~~(7) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;

~~(h)~~(8) ensure that an error-capturing method is implemented after the performance of any critical maintenance task;

~~(i)~~(9) perform a general verification after completion of maintenance in order to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts and material and that all access panels removed have been refitted;

(10) ensure that the assessment of aircraft defects is carried out in accordance with point M.A.403(b) of Annex I (Part-M) or point ML.A.403(b) of Annex Vb (Part-ML), as applicable;

~~(j)~~(11) ensure that all maintenance performed is properly recorded and documented.

Rationale:

- *CAO.A.060 is proposed to be amended to incorporate the conditions previously outlined in GM to Article 4(1) and to establish the linkage with M(L).A.403(b).*

AMC1 CAO.A.060~~(g)~~(b)(7) Maintenance standards

[…]

(b) To minimise the possibility of an error being repeated in identical tasks that involve removal/installation or assembly/disassembly of several components of the same type fitted to more than one system, whose failure could have an impact on safety, the approved CAO when performing maintenance should plan different persons to perform identical tasks in different systems. However, when only one person is available, then this person should perform reinspection of the tasks as described in AMC2 CAO.A.060~~(h)~~(b)(8).

Rationale:

- *AMC1 CAO.A.060(g) is proposed to be amended to update the "implementing rule reference", following the restructuring of the CAO.A.060.*

AMC1 CAO.A.060~~(h)~~(b)(8) Maintenance standards

CRITICAL MAINTENANCE TASKS

[…]

Rationale:

- *AMC1 CAO.A.060(h) is proposed to be amended to update the reference of the point for which it provides acceptable means of compliance, following the restructuring of point CAO.A.060.*

AMC2 CAO.A.060~~(h)~~(b)(8) Maintenance standards

INDEPENDENT INSPECTION

[…]

Rationale:

- *AMC2 CAO.A.060(h) is proposed to be amended to update the reference of the point for which it provides acceptable means of compliance, following the restructuring of point CAO.A.060.*

CAO.A.070 Component certificate of release to service

(a) At the completion of all component maintenance in accordance with this Annex by a component-rated, engine-rated or NDT-rated CAO, a component CRS shall be issued in accordance with point M.A.802 of Annex I (Part-M) or point ML.A.802 of Annex Vb (Part-ML), as applicable. An EASA Form 1 shall be issued in accordance with Appendix II to Annex I (Part-M), except as provided for in points (b) or (d) of point M.A.502 of Annex I (Part-M) and point ML.A.502 of Annex Vb (Part-ML) and for components fabricated in accordance with point (c) of point CAO.A.020.

[…]

(c) An EASA Form 1 shall be issued by an appropriately aircraft-rated CAO when a component is removed serviceable from an aircraft, in accordance with a procedure approved by the competent authority. The organisation shall ensure that sufficient information is available to

confirm the component's serviceability and the status of the aircraft from which it was removed. In cases where the serviceability of a component cannot be determined, an EASA Form 1 may be issued in accordance with point (a), after the necessary inspections have been completed to establish that the component is serviceable.

(d) By way of derogation from points (a) and (c), when an organisation has carried out maintenance on a component, or removed it in a serviceable condition from an aircraft to install it on another component or aircraft, issuing an EASA Form 1 may not be required if the internal release procedures of the organisation so provide.

Rationale:

- *Point (a) is proposed to be amended to clarify that only component rated, engine rated and NDT rated issue Form 1 after component maintenance.*
- *Point (c) is proposed to be added to cover cases where an aircraft-rated CAO removes a serviceable component from an aircraft. In such cases, an EASA Form 1 may also be issued, provided that the maintenance organisation has an appropriate procedure approved by the competent authority. If the aircraft-rated CAO cannot determine the serviceability of the component, for example, because it was removed from an aircraft involved in an accident or incident, was not maintained in accordance with this Regulation, or the necessary inspections fall outside the organisation's scope of approval, the component should be released only after maintenance by a component-rated organisation has confirmed its serviceability. AMC1 CAO.A.070(a), (c) and (d) contains further guidance on the issuance of an EASA Form 1 for components removed from aircraft.*
- *Point (d) is proposed to be added to clarify that an EASA Form 1 may not required in cases specified in points (a) and (c) if the component is to be installed by the same organisation that performed the maintenance or removed the component in a serviceable condition from the aircraft*

AMC1 CAO.A.070~~(a)~~ Component certificate of release to service

1. An aircraft component which has been maintained off the aircraft requires the issuance of a CRS for such maintenance and another CRS in regard to being installed properly on the aircraft when such installation occurs. ~~When an organisation maintains a component for use by the same organisation, an EASA Form 1 may not be necessary depending upon the organisation's internal release procedures defined in the CAE.~~

   When an organisation has carried out maintenance on a component, or removed it in a serviceable condition from an aircraft to install it on another component or aircraft, it may issue an internal release document instead of an EASA Form 1, provided that it contains the same level of information and that related issuance procedures are defined in the CAE.

2. ~~In the case of components in storage prior to Part-145, Part-M and Part-21 and not released on an EASA Form 1 or equivalent in accordance with M.A.501(a)(1) or ML.A.501(a), or removed serviceable from a serviceable aircraft or from an aircraft which has been withdrawn from service, the following applies~~ This point specifies acceptable means of compliance for issuing an EASA Form 1 for components in various situations, as defined below:

   […]

2.3. [Reserved]~~For the purposes of this point 2 only, 'appropriately rated' refers to an organisation with an approval class rating for the type of component or for the product in which it may be installed.~~

[…]

2.5. [Reserved]~~New/unused aircraft components~~

~~2.5.1. Any unused aircraft component in storage without an EASA Form 1 up to the effective date(s) for Part 21 that was manufactured by an organisation acceptable to the competent authority at the time may be issued with an EASA Form 1 by an appropriately rated maintenance organisation approved under Part-CAO. EASA Form 1 should be issued in accordance with the following points, which should be included in a procedure within the CAE.~~

~~Note 1: It should be understood that the release of a stored but unused aircraft component in accordance with this point represents a maintenance release under Part-CAO and not a production release under Part 21. It is not intended to bypass the production release procedure agreed by the Member State for parts and subassemblies intended for fitment on the manufacturers' own production line.~~

~~(a) An acceptance test report or statement should be available for all used and unused aircraft components that are subject to acceptance testing after manufacturing or maintenance as appropriate.~~

~~(b) The aircraft component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition, or in the absence of specific storage instructions, the aircraft component should be inspected for damage, corrosion and leakage to ensure good condition.~~

~~(c) The storage life used of any storage life limited parts should be established.~~

~~2.5.2. If it is not possible to establish satisfactory compliance with all applicable conditions specified in point 2.5.1 (a) to (c) inclusive, the aircraft component should be disassembled by an appropriately rated organisation and subjected to a check for incorporated ADs, repairs and modifications and inspected/tested in accordance with the maintenance data to establish satisfactory condition and, if relevant, all seals, lubricants and life limited parts replaced. Upon satisfactory completion after reassembly, an EASA Form 1 may be issued stating what was carried out and the reference to the maintenance data included.~~

2.6. Used serviceable aircraft components removed from a serviceable aircraft

2.6.1. Serviceable aircraft components removed from a serviceable Member State registered aircraft may be issued with an EASA Form 1 by a~~n appropriately rated~~ maintenance organisation approved under Part-CAO, holding an aircraft rating for the aircraft from which the component is removed, subject to compliance with this point 2.6.1.

(a) The aircraft from which the component is removed should hold an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012 and be managed in accordance with M.A.201 or ML.A.201.

(~~a~~b) The organisation should ensure that the component was removed from the aircraft by an appropriately qualified person.

(~~b~~c) The aircraft component may only be deemed serviceable if the last flight operation with the component fitted revealed no faults on that component or related system.

(~~c~~d) The aircraft component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional maintenance data.

(~~d~~e) The aircraft record should be researched for any unusual events that could affect the serviceability of the aircraft component such as involvement in accidents, incidents, heavy landings or lightning strikes. Under no circumstances may an EASA Form 1 be issued in accordance with this point 2.6 if it is suspected that the aircraft component has been subjected to extremes of stress, temperatures or immersion which could affect its operation.

(~~e~~f) A maintenance history record should be available for all used serialised aircraft components.

(~~f~~g) Compliance with known modifications and repairs should be established.

(~~g~~h) The flight hours/cycles/landings as applicable of any service life-limited parts including time since overhaul should be established.

(~~h~~i) Compliance with known applicable airworthiness directives should be established.

(~~i~~j) Subject to satisfactory compliance with this point 2.6.1, an EASA Form 1 may be issued and should contain the information as specified in point 2.4 including the aircraft from which the aircraft component was removed.

2.6.2. Serviceable aircraft components removed from a non-Member State registered aircraft may only be issued with an EASA Form 1 by a maintenance organisation holding an aircraft rating for the aircraft from which the component is removed if the components are leased or loaned from the maintenance organisation approved under Part-CAO that retains control of the airworthiness status of the components. An EASA Form 1 may be issued and should contain the information as specified in point 2.4 including the aircraft from which the aircraft component was removed.

2.7. Used serviceable aircraft components removed from an aircraft withdrawn from service

Serviceable aircraft components removed from a Member State registered aircraft withdrawn from service may be issued with an EASA Form 1 by a maintenance organisation approved under Part-CAO subject to compliance with this point 2.7.

(a) The aircraft from which the component is removed should have held an airworthiness certificate issued in accordance with Regulation (EU) No 748/2012 and should have been managed in accordance with M.A.201 or ML.A.201 until it was withdrawn from service.

(~~a~~b) Aircraft withdrawn from service are sometimes dismantled for spares. This is considered to be a maintenance activity and should be accomplished under the control of an organisation approved under Part-CAO, employing procedures approved by the competent authority.

(~~b~~c) To be eligible for installation, components removed from such aircraft may be issued with an EASA Form 1 by a~~n appropriately rated~~ maintenance organisation approved under Part-CAO, holding an aircraft rating for the aircraft from which the component is removed, unless the assessment referred to in point (d) determines that there is a need for maintenance by an engine or component organisation.~~following a satisfactory assessment.~~

(~~c~~d) As a minimum, the assessment will need to satisfy the standards set out in points 2.5 and 2.6, as appropriate. This should, where known, include the possible need for the alignment of scheduled maintenance that may be necessary to comply with the maintenance programme applicable to the aircraft on which the component is to be installed.

(~~d~~e) Irrespective of whether the aircraft holds a certificate of airworthiness or not, the organisation responsible for certifying any removed component should ensure that the manner in which the components were removed and stored are compatible with the standards required by Part-CAO.

(~~e~~f) A structured plan should be formulated to control the aircraft disassembly process. The disassembly is to be carried out by a~~n appropriately rated~~ maintenance organisation approved under Part-CAO, holding an aircraft rating for the aircraft being disassembled, under the supervision of certifying staff, who will ensure that the aircraft components are removed and documented in a structured manner in accordance with the appropriate maintenance data and disassembly plan.

(~~f~~g) All recorded aircraft defects should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.

(~~g~~h) Dedicated control documentation is to be used as detailed by the disassembly plan, to facilitate the recording of all maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable are to be identified as such and quarantined pending a decision on the actions to be taken. Records of the maintenance accomplished to establish serviceability are to form part of the component maintenance history.

(~~h~~i) Suitable Part-CAO facilities for the removal and storage of removed components are to be used which include suitable environmental conditions, lighting, access equipment, aircraft tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components should be in accordance with the manufacturer's recommendations.

2.8. Used aircraft components maintained by organisations not approved in accordance with ~~Part-M Subpart F,~~ Part-CAO or Part-145

For used components maintained by a maintenance organisation not approved under ~~Part-M Subpart F,~~ Part-CAO or Part-145, due care should be taken before acceptance of such components. In such cases, as an alternative to a complete overhaul, a~~n appropriately rated~~ maintenance organisation approved under Part-CAO, holding an engine or component rating for the specific component, should establish satisfactory conditions by:

(a) dismantling the component for sufficient inspection in accordance with the appropriate maintenance data;

(b) replacing all service life-limited components when no satisfactory evidence of life used is available and/or the components are in an unsatisfactory condition;

(c) reassembling and testing as necessary the component; and

(d) completing all certification requirements as specified in CAO.A.070.

Conditions (a), (b) and (c) may also be replaced by performing component maintenance in accordance with maintenance data (e.g. service bulletin) specifically developed for the purpose of issuing an EASA Form 1 to component that have not been previously maintained in accordance with Part-CAO or Part-145, provided that such maintenance data is available.

In the case of used components maintained by an FAA Part-145 repair station (USA) or by a TCCA CAR573 approved maintenance organisation (Canada) that does not hold an EASA Part-145~~,~~ or Part-CAO ~~or Part-M Subpart F~~ approval, a Part-CAO maintenance organisation, holding either an aircraft rating for the aircraft in which the component may be installed, or an engine or component rating for the specific component, may, instead of meeting ~~the~~ conditions (a) through (d) described above~~, may be replaced by~~ meet the following conditions:

[…]

[…]

Rationale:

- *Point 1 is proposed to be amended in line with the amendments proposed to point 145.A.50(d)(ii) in order to avoid repetition and specify that internal release documents should be issued by the organisation in compliance with defined procedures and contain the same information as an EASA Form 1.*
- *Point 2 is proposed to be amended to remove any confusion on which components may be issued an EASA Form 1 (including unserviceable components, once all necessary actions were taken). Those cases are detailed further under point 2 and may not be specified in this opening sentence.*
- *Point 2.3 is proposed to be deleted, as the subsequent points now clarify what is meant by an "appropriately rated" maintenance organisation.*
- *Point 2.5 is proposed to be deleted, as its original intent was to provide a transitional solution for new or unused components without an EASA Form 1 that had been produced before Part 21 became applicable (i.e. 2003). This provision was meant to facilitate the smooth integration of those components into the regulatory framework.*

  Since Part 21 has long been fully applicable, this point is no longer expected to be used. Moreover, if such components still exist, issuing an EASA Form 1 directly may no longer be appropriate, given

the risks associated with prolonged storage and the potential need for additional verification activities to ensure their airworthiness.

- *Point 2.6 is proposed to be amended to replace "appropriately rated organisation" by the specific intended rating. Both points 2.6.1 and 2.6.2 refers to aircraft-rated CAO.*
- *Point 2.6.1. is proposed to be amended to specify that, as a prerequisite, the aircraft must hold an airworthiness certificate and be managed in accordance with M(L).A.201. This prevents the application of this point to aircraft that are registered in a Member State but lack an airworthiness certificate.*
- *Point 2.7 is proposed to be amended to replace "appropriately rated organisation" with the specific intended rating. In this case, the rating of the organisation depends on the assessment, which must be conducted prudently to determine whether involvement of engine- or component-rated CAO is required. In addition, Point 2.7. is also proposed to be amended to specify that, as a prerequisite, the aircraft must have held an airworthiness certificate and have been managed in accordance with M(L).A.201. This prevents the application of this point to aircraft that were registered in a Member State but lacked an airworthiness certificate.*
- *Point 2.8 is proposed to be amended to allow for the release of maintenance (under Part-CAO) on a component coming from other regulatory frameworks (e.g. state aviation) when the component maintenance organisation has followed specific maintenance data that have been developed to bring such component back in the scope of the Basic Regulation. In addition, is proposed to be amended to replace "appropriately rated organisation" with the specific intended rating.*

CAO.A.075 Continuing-airworthiness management

[…]

(b) For every aircraft managed, the CAO shall:

[…]

(4) ensure that all maintenance, except for component maintenance carried out in accordance with point M.A.502(e) and ML.A.502(c), is performed ~~in accordance with the AMP~~ by approved maintenance organisations referred to in Annex II (Part-145) or Annex Vd (Part-CAO), or if applicable by independent certifying staff or the pilot-owner, and released in accordance with Section A, Subpart H of Annex I (Part-M), Section A of Annex II (Part-145) or Section A, Subpart H of Annex Vb (Part-ML), as applicable;

[…]

(7) ensure that maintenance specified in the AMP, as well as any additional maintenance deemed necessary is ordered; ~~aircraft is brought for maintenance to an appropriately approved organisation or to independent certifying staff, whenever necessary~~;

[…]

Rationale:

- *Point (b)(4) is proposed to be amended to clarify that, for aircraft managed by a Part-CAO, maintenance may be performed by the pilot-owner when permitted under Part-M or Part-ML. It is further clarified that all maintenance, and not only the one in accordance with the AMP, must be performed by approved organisations or individuals, and must be properly released in accordance with the applicable requirements.*

- *Point (b)(7) is proposed to be amended to clarify that all maintenance tasks specified in the AMP, as well as any additional maintenance actions—such as defect rectification, repairs, or modifications—must be ordered and carried out. This amendment also compensates for the removal of the reference to the AMP from point (b)(4).*

AMC1 CAO.A.075 Continuing airworthiness management

(a) The CAO holding the CAO.A.095(b) privilege is in charge of the continuing airworthiness management and this includes the tasks specified respectively in M.A.301 points (b), (c), (f), (g) and (h), and ML.A.301 points (b), (c), ~~(d) and~~ (e) and (f).

[…]

Rationale:

- *Point (a) is proposed to be amended to update the references to points ML.A.301(d) and (e) to align with the changes made in ML.A.301.*

CAO.A.090 Record-keeping

(a) The CAO shall retain the following records:

[…]

(4) where the CAO has the privilege referred to in point (d) of point CAO.A.095, it shall retain a copy of each permit to fly issued in accordance with point 21.A.729 of Annex I (Part-21) to Regulation (EU) No 748/2012~~.~~;

(5) the records of qualification, training, and experience of all personnel involved in maintenance, continuing airworthiness management, airworthiness reviews, and the quality system or organisational reviews, as applicable.

(b) The CAO shall retain a copy of the records described in point (a)(1), and any associated maintenance data, for a period of 3 years from the date at which it released to service the aircraft or aircraft component to which the work relates.

(c) The CAO shall retain a copy of the records referred to in points (a)(2) to (a)(4) for a period of 2 years from the date at which the aircraft has been permanently withdrawn from service.

(d) The CAO shall retain the records described in point (a)(5) as long as the person works for the organisation, and for at least 2 years after the person has left the organisation, or after an authorisation issued to that person has been withdrawn. Upon request, the organisation shall give to the person access to their personnel records and, if requested, provide a copy of those records, provided the request is made within the retention period specified in this point.

~~(d)~~(e) All records shall be stored in a manner that ensures protection from damage, alteration and theft.

~~(e)~~(f) All computer hardware used for backup of the maintenance records shall be stored in a different location from that containing those data and in an environment that ensures that they remain in good condition.

~~(f)~~(g) Where the continuing airworthiness management of an aircraft is transferred to another organisation or person, all the records retained under points (a)(2) to (a)(4) shall be transferred to that organisation or person. From the moment of the transfer, points (b) and (c) shall apply to that organisation or person.

~~(g)~~(h) Where the CAO terminates its operation, all retained records shall be transferred as follows:

(1) the records referred to in point (a)(1) shall be transferred to the last owner or customer of the respective aircraft or component or shall be stored as specified by the competent authority;

(2) the records referred to in point (a)(2) to (a)(4) shall be transferred to the owner of the aircraft.

Rationale:

- *Point (a)(5) is proposed to be added to require the CAO to keep records of the personnel involved in the activities of the organisation as mentioned. This requirement is moved from CAO.A.035(e) and further detailed to mention training and experience.*
- *Point (d) is proposed to be added to harmonise with 145.A.55(d)(4) while retaining the 2 year period previously mentioned in point CAO.A.045(e).*

CAO.A.095 Privileges of the organisation

The CAO shall have the following privileges:

[…]

(b) Continuing airworthiness management

[…]

(3) ~~Carry out~~ Arrange for limited continuing airworthiness management tasks ~~with~~ to be performed by any subcontracted organisation working under ~~their~~ its quality system, as listed on the approval certificate.

[…]

[…]

Rationale:

- *Point (b)(3) is proposed to be amended to correct the reference concerning contracted organisations and continuing airworthiness tasks. Additionally, the amendment clarifies that a CAO may subcontract other organisations to perform certain continuing airworthiness management tasks.*

AMC1 CAO.A.095(b)(3) Privileges of the organisation

SUBCONTRACTING OF CONTINUING AIRWORTHINESS MANAGEMENT TASKS

[…]

Rationale:

- *This AMC is proposed to be amended to correct the reference to continuing airworthiness tasks, where the intention is to refer to continuing airworthiness **management** tasks specifically.*

CAO.A.100 Quality system and organisational review

[…]

(e) A CAO shall be considered as a small CAO when its scope only contains aircraft covered by Part-ML or when all ~~one~~ of the following conditions ~~is~~ are met:

~~(1) the scope of the CAO does only contain aircraft covered by Part-ML.~~

(1)~~(2)~~ the CAO does not exceed 10 full-time equivalent staff involved in maintenance.

(2)~~(3)~~ the CAO does not exceed 5 full-time equivalent staff involved in continuing airworthiness management.

[…]

Rationale:

- *Point (e) is proposed to be amended to better reflect the original intent of the rule and to lift any ambiguity as to what organisation should be considered as small CAO, in particular when the organisation holds both maintenance and continuing airworthiness management privileges, or when the organisation is only involved in Part-ML aircraft*

GM1 CAO.A.100(e) Quality system and organisational review

An organisation solely involved in activities on Part-ML aircraft can replace the quality system with organisational reviews, regardless of full-time equivalent (FTE) consideration.

In other cases, it depends on the number of FTE staff involved in maintenance and continuing airworthiness management.

– If the organisation only holds one of the two privileges (e.g. maintenance), the condition associated with this privilege is the only condition to be fulfilled to qualify as a small CAO (in the case of maintenance, the CAO does not exceed 10 FTE staff);

– If the organisation holds both maintenance and continuing airworthiness management privileges, the 2 conditions on the number of FTE staff are to be met to qualify as small CAO.

~~An organisation that holds both maintenance and continuing airworthiness management privileges can be considered to be at the same time:~~

— ~~a small CAO for one privilege; and~~
— ~~not a small CAO for the other privilege.~~

~~In these situations, the organisation is not considered to be a small CAO as a whole.~~

Rationale:

- *This GM is proposed to be amended in conjunction with the associated regulation point to better reflect the original intent of the rule and to lift any ambiguity as to what organisation should be considered as small CAO, in particular when the organisation holds both maintenance and*

continuing airworthiness management privileges, or when the organisation is only involved in Part-ML aircraft

CAO.A.110 Continued validity

~~(a)~~ An approval shall be issued for an unlimited duration and shall remain valid subject to:

~~(1)~~(a) the organisation remaining in compliance with the requirements of this Annex, in particular how the findings are handled in accordance with point CAO.A.115;

~~(2)~~(b) the competent authority being granted access to the organisation to determine continued compliance with the requirements of this Annex;

~~(3)~~(c) the approval not being surrendered by the organisation, or superseded, suspended, or revoked by the competent authority ~~not having surrendered or revoked the approval~~.

~~(b) Upon surrender or revocation of the approval, the organisation shall return the approval certificate to the competent authority~~.

Rationale:

- *Point (a)(3) is proposed to be amended to add "superseded" and "suspended" for alignment with the terms of the organisation's certificate. It is also corrected to state that a surrender of the approval is a possible action of the organisation instead of the competent authority.*
- *Point (b) is deleted to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. While original certificates in physical format may have been used by stakeholders to verify an organisation's approval and scope, the competent authority can ensure such information is shared through other means, such as an updated web-based list including all the organisations with a valid approval (see new proposed GM1 Appendix I to Part-CAO).*

  That also facilitates the issuance of those certificates in digital format by the competent authority, which the wording of point CAO.B.050(a) and Appendix I to Part-CAO already allows, now also complemented by the new proposed GM1 Appendix I to Part-CAO.

CAO.A.115 Findings

(a) A Level 1 finding is any significant non-compliance with Part-CAO requirements which lowers the safety standard and seriously endangers~~hazards~~ flight safety.

(b) A Level 2 finding is any non-compliance with the Part-CAO requirements which is not a Level 1 finding ~~may lower the safety standard and possibly hazard flight safety~~.

[…]

Rationale:

- *Proposed changes to this point align the definition/classification of the findings with those in Part-CAMO CAMO.B.350. It allows also that 'environmental' non-compliances are captured (as Level 2).*

SECTION B — AUTHORITY REQUIREMENTS

CAO.B.042 Allocation of tasks

(a) The competent authority may allocate tasks related to the initial certification or to the continuing oversight of organisations subject to Regulation (EU) 2018/1139 and its delegated and implementing acts, to qualified entities. When allocating tasks, the competent authority shall ensure that it has:

(1) put a system in place to initially and continuously assess whether the qualified entity complies with Annex VI to Regulation (EU) 2018/1139. That system and the results of the assessments shall be documented;

(2) established a written agreement with the qualified entity, approved by both parties at the appropriate management level, which stipulates:

(i) the tasks to be performed;

(ii) the declarations, reports, and records to be provided;

(iii) the technical conditions to be met when performing such tasks;

(iv) the related liability coverage;

(v) the protection given to the information acquired when carrying out such tasks.

(b) The competent authority shall ensure that its internal verification processes cover all the certification and continuing oversight tasks performed by the qualified entity on its behalf.

Rationale:

- *This point is proposed to be added to allow the use of qualified entities for certification and oversight activities of CAOs.*

APPENDICES TO ANNEX VD (PART-CAO)

Appendix I — Combined airworthiness organisation (CAO) certificate - EASA Form 3-CAO

[…]

(c) An engine rating (turbine, piston or electrical) means that the CAO may carry out maintenance on the uninstalled engine and engine components, in accordance with engine maintenance data or, if agreed by the competent authority, in accordance with component maintenance data, only whilst such components are fitted to the engine. Nevertheless, such engine-rated CAO may temporarily remove a component for maintenance in order to improve access to that component except when such removal creates the need for additional maintenance not eligible for the requirements of point (c). An engine-rated CAO may also carry out maintenance on an installed engine during ~~base and line~~ aircraft maintenance subject to a control procedure in the CAE to be approved by the competent authority.

(d) A component rating (other-than-complete engines) means that the CAO may carry out maintenance on uninstalled components (excluding complete engines) intended for fitment to the aircraft or engine. This CAO may also carry out maintenance on an installed component (other-than-complete engines) during ~~base and line~~ aircraft maintenance or at an engine maintenance facility subject to a control procedure in the CAE to be approved by the competent authority.

(e) An non-destructive testing (NDT) rating is a self-contained rating not necessarily related to a specific aircraft, engine or other component. The NDT rating is only necessary for a CAO that carries out NDT as a particular task for ~~another organisation~~third parties. A CAO approved with an aircraft, engine or component rating may carry out NDT on products they are maintaining subject to the CAE containing NDT procedures, without the need for an NDT rating.

This CAO may also carry out NDT on an installed component during aircraft maintenance or at a component/engine maintenance facility subject to a control procedure in the CAE to be approved by the competent authority.

Page 1 of 2

[MEMBER STATE (*)]
A Member of the European Union (**)

COMBINED AIRWORTHINESS ORGANISATION CERTIFICATE
Reference: [MEMBER STATE CODE (*)].CAO.[XXXX]

[…]

Page 2 of 2

[...]

LIMITATIONS **(to be included only for organisations rated for aeroplanes, helicopters or complete engines, if they only have one person planning and performing all maintenance tasks)**
The following maintenance is excluded from the scope of work (***): — maintenance on aeroplanes equipped with a turbine engine; — maintenance on helicopters equipped with a turbine engine or with more than one piston engine; and — maintenance on complete piston engines of 450 HP and above, and on complete turbine engines.

Subcontracted organisations ~~List of organisation(s) working under a quality system~~ (***)

These terms of approval are limited to the products, parts and appliances, and to the activities specified in the 'Scope of work' Section of the approved combined airworthiness exposition,
Combined airworthiness exposition reference: .....

Date of original issue of the exposition: .....

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

Signed: .....

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

(*) or EASA if EASA is the competent authority

(**) delete as appropriate if the organisation is not approved.

(***) complete as appropriate

EASA Form 3-CAO, Issue ~~1~~2

Rationale:

- *Points (c) and (d) are proposed to be amended, as the concepts of base and line maintenance do not apply when maintenance is performed by organisations approved in accordance with Part-CAO.*
- *Point (e) is proposed to be amended to clarify that a NDT rated organisation is required only when NDT tasks are performed not just for another approved organisation, but also for third parties, for example, when requested by a component owner. In addition, it is proposed to clarify that, for a NDT rated organisation to perform NDT tasks at other locations, such as on components installed on an aircraft during aircraft maintenance, an CAE procedure must be approved by the competent authority.*

- *The wording 'List of organisation(s) working under a quality system' was replaced with 'subcontracted organisations' to avoid the potential misinterpretation that an organisation possessing its own quality system would automatically be eligible for subcontracting. The intended meaning is that such organisations must operate under the quality system of the approved CAO. Therefore, for the sake of clarity and simplicity, it is proposed to use the term 'subcontracted organisations' only.*

GM1 Appendix I — Combined airworthiness organisation (CAO) certificate - EASA Form 3-CAO

FORMAT OF THE CERTIFICATE

The competent authority may issue the certificate either in physical format (i.e. as a printed copy) or in digital format (e.g. as an electronic file).

In addition to issuing the certificate, it is considered good practice for the competent authority to publish, keep updated, and communicate an online list of approved organisations, including their terms of approval, to enable verification of their status by interested stakeholders.

Alongside the information required by Appendix I to Part-CAO (EASA Form 3-CAO), the certificate may also include practical features such as:

– a means to easily access the organisation's approval status and details (e.g. a scannable QR code redirecting to the list mentioned above),

– where the certificate is issued in digital format and a signature is required, an electronic signature or seal ensuring data integrity and identifying the competent authority, meeting at least the requirements for advanced electronic signatures or seals as set out in Regulation (EU) No 910/2014 (eIDAS).

Rationale:

- *This GM is added to support the digitalisation of activities in the scope of Regulation (EU) No 1321/2014. The purpose is to bring clarity on how competent authorities may issue organisation certificates (i.e. format and features) and publicly share information on approved organisations. This proposal links with the proposed deletion of point (b) of point CAO.A.110.*

APPENDICES TO AMC AND GM TO ANNEX VD (PART-CAO)

Appendix I to AMC1 CAO.B.045(c) and AMC1 CAO.B.055 — EASA Form 613

[…]

Part-CAO APPROVAL RECOMMENDATION REPORT		**EASA FORM 613**				
Part 2: Part-CAO Compliance audit review The five columns may be labelled and used as necessary to record the approval product line or facility, including the subcontractor's, reviewed. Against each column used regarding the following Part-CAO points, please either tick (√) the box if satisfied with compliance or cross (X) the box if not satisfied with compliance, and specify the reference of the Part 4 finding next to the box; or enter N/A if an item is not applicable; or N/R if it is applicable but it was not reviewed.						
Point	Subject					
~~M.A.201(c)~~ ~~ML.A.201(c)~~	~~Maintenance responsibility~~	☐	☐	☐	☐	☐
~~M.A.403(b)~~ ~~ML.A.403(b)~~	~~Aircraft defects~~	☐	☐	☐	☐	☐
[…]	[…]	☐	☐	☐	☐	☐

Part-CAO APPROVAL RECOMMENDATION REPORT		**EASA FORM 613**
Part 3: Compliance with the combined airworthiness exposition (CAE) Please either tick (√) the box if satisfied with compliance; or cross (X) if not satisfied with compliance, and specify the reference of the Part 4 finding; or enter N/A if an item is not applicable; or N/R if it is applicable but it was not reviewed.		
[…]	**[…]**	
Part E	**SUPPORTING DOCUMENTS**	
[…]	☐	[…]
E.6	☐	Copy of contracts for subcontracted continuing airworthiness management tasks
[…]		

[…]

Rationale:

- *EASA From 613 Part 2 is proposed to be amended to remove the references to M(L).A.201 and M(L).A.403, as these conditions have now been incorporated in the CAO.A.060 requirement.*
- *E.6 procedure heading is proposed to be amended to correct reference to continuing airworthiness tasks.*

~~Appendix III to AMC1 CAO.A.015 — EASA Form 2~~

~~The provisions of Appendix IX to AMC M.A.602 and AMC M.A.702 EASA Form apply.~~

Rationale:

- *EASA Form 2 is proposed to be deleted with Appendix IX to AMC M.A.602 and AMC M.A.702 to support the digitalisation of activities within the scope of Regulation (EU) No 1321/2014 and grant additional flexibility to competent authorities for receiving applications.*

  The objective is not to prescribe any specific formatting and simplify the regulatory framework by referring only to AMC1 CAO.A.015 (see proposed amendments thereto).