

Amendment to EU 1321/2014 Part M to M, ML, CAMO, CAO



Workshop 25-02-2020

Program

PROGRAM Work Shop ML/CAO - Tirsdag 25. FEBRUAR 2020 kl. 09:30-20:00

Program

- 09:30-10:00 *Ankomst & Registrering, Kaffe og let morgenmad*
- 10:00-10:15 Velkomst og gennemgang af dagens program
- 10:15-12:30 Gennemgang af prioriterede områder i 1383
- 12:30-13:30 *Frokost*
- 13:30-13:40 Kort opsummering

- 13:40-14:10 Case "Nye Regler" Plenum
- 14:10-14:30 *Kaffepause med kage, netværk*

- 15:00-15:45 Case "CAO Godkendelse" Gruppearbejde
- 15:45-16:15 Case "CAO Godkendelse Ny Situation" Gruppearbejde
- 16:15-16:30 *Pause og netværk*
- 16:30-17:00 Case "CAO godkendelse AMP+fortsat" Gruppearbejde
- 17:00-17:20 Præsentation i plenum

- 17:20-17:45 Case "CAO godkendelse ARC" Gruppearbejde
- 17:45-18:10 Case "Independent Certifying Staff Part-66" Gruppearbejde
- 18:10-18:25 Præsentation i plenum

- 18:25-18:40 Faglig afrunding
- 18:40-20:00 *Let Middag og netværk*
- 20:00 Tak for i dag

Disclaimer



To the best of our knowledge!!!

Indhold.

- **Historisk tilbageblik**
- **Overordnet forklaring af forskellen mellem tidligere Part M og det fremtidige Part M, ML, CAMO, CAO**
- **Definitioner**
- **Væsentlige ændringer i udsagn / ikke §:**
 - **Part ML**
 - **Part CAO**
 - **Part M**
 - **Part CAMO**
- **Overblik / sammenfatning**
- **Transition**
- **Part 145/66/147/T**

Historisk tilbageblik

I nyere tid (min tid !!) – før JAA og EASA:

- **BL 2-1 værkstedsautorisationer og**
- **BL 1-1 "Vedvarende luftdygtighed"**

hjørnesteenene for det vi kan kalde "Continuing Airworthiness" i det danske nationale system.



Historisk tilbageblik

Markedskræfter og politisk ønske fik de Europæiske Nationale Luftfartsmyndigheder til at gå sammen og dannede **JAA i 1970.**

- Udarbejde certificerings-standarder for Europa (Airbus)
- Vedligeholdelsesorganisationer JAR 145 (1991)
- Mekanikere JAR 66 / herunder skoler JAR 147 (1998)
- Operation – JAR OPS 1/3

Men kun for luftfartøjer over 5700 kg:

Stadig:

- BL 2-1 og BL 1-1

for alle luftfartøjer under 5700 kg.

Historisk tilbageblik

EU "adopterer" i 2003 mere eller mindre JAR bestemmelserne / gjorde til lov. ((EC) No 1592/2002)

Og – tilføjede det der manglede:

1. Alt under 5700 kg
2. Styring af den vedvarende luftfart

Alt samlet i en bestemmelse: Part M

Blev en "mærkelig hybrid" – der på en gang:

- (1) Regelgrundlag for styring af vedvarende luftfart for alle klasser af luftfartøjer (Rammebestemmelser)

Bestemmelser for autorisation af organisationer som må:

- (2) udføre styring vedvarende luftfart, herunder review (MG-(I)), for alle klasser af luftfartøjer (Autorisationsbestemmelser)
- (3) vedligeholde luftfartøjer < 5700 kg. (M-F) (Autorisationsbestemmelser)

Part M – “classic”

Part M:

- 100. General
- 200. Accont.
- 300. Cont. Airwort.
- 400. Maint. Stand.
- 500. Components
- 600. Maint Org.
- 700. CAMO
- 800. CRS
- 900. ARC

Simplified divided:

Part M – “classic”

Part M:

- 100. General
- 200. Accont.
- 300. Cont. Airwort.
- 400. Maint. Stand.
- 500. Components
- 600. Maint Org.
- 700. CAMO
- 800. CRS
- 900. ARC

Simplified divided:

- 1. Regulatory provisions
 - framework

Part M – “classic”

Part M:

- 100. General
- 200. Accont.
- 300. Cont. Airwort.
- 400. Maint. Stand.
- 500. Components
- 600. Maint Org.
- 700. CAMO
- 800. CRS
- 900. ARC

Simplified divided:

1. Regulatory provisions
 - framework
2. Authorization provisions
 - CAMO

Part M – “classic”

Part M:

- 100. General
- 200. Accont.
- 300. Cont. Airwort.
- 400. Maint. Stand.
- 500. Components
- 600. Maint Org.
- 700. CAMO
- 800. CRS
- 900. ARC

Simplified divided:

1. Regulatory provisions
 - framework
2. Authorization provisions
 - CAMO
3. Authorization provisions
 - MF

"Part M i modgang"

Uden at gå i detaljer:

Fra "fødsel" har der været opposition mod Part M fra G.A. siden

- "Ude af proportioner / en C-172 behøver ikke samme krav som en B747.....osv."

Politisk pres fra GA interesseorganisationer.

Af flere omgange forsøgt at "lette" Part M

Men uden reel betydning.

“Part M i modgang”

**Forøget/voldsomt politisk pres fra GA-
interesseorganisationer.**

Utallige forhandlinger / arbejdsgrupper / temadage /
forslag / rettelser....

**Har bragt os til den forandring vi står overfor i
dag.**

**Nok så langt det er muligt indenfor ICAO´s
rammer.**

"Part M i modgang"

Essensen af ændringerne er:

- 1. Lette bestemmelserne væsentlige for GA området.**
- 2. Gøre bestemmelserne mere gennemskuelige.**

Jeg vil begynde med helikopter-overblikket



Part M changed to:

Part M

Part CAMO

Part ML

Part CAO

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

800

900

Part CAMO

Part ML

Part CAO

Part 145

Part M changed to:

Part M

Regulatory framewok

“Old Part M” – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Part ML

Part CAO

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + MS(SMS)

Part ML

Part CAO

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + MS(SMS)

Privileges:

1. Continuing airworthiness management
2. Review + ARC
3. Permit to Fly

Part ML

Part CAO

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + MS(SMS)

Privileges:

1. Continuing airworthiness management
2. Review + ARC
3. Permit to Fly

Part ML

Regulatory framewok

"Old Part M" – **GA items - Simplify/ revised/updated"**

100

200

300

400

500

800

900

Part CAO

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + **MS(SMS)**

Privileges:

1. Continuing airworthiness management
2. Review + ARC
3. Permit to Fly

Part ML

Regulatory framewok

"Old Part M" – **GA items - Simplify/ revised/updated"**

100

200

300

400

500

800

900

Part CAO

Authorization provisions - CAO

"Old M – **combined organization simplify**/revised/upda ted"

600

700

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + MS(SMS)

Privileges:

1. Continuing airworthiness management
2. Review + ARC
3. Permit to Fly

Part ML

Regulatory framewok

"Old Part M" – **GA items - Simplify/ revised/updated"**

100

200

300

400

500

800

900

Part CAO

Authorization provisions - CAO

"Old M – **combined organization simplify**/revised/upda ted"

600

700

Privileges:

1. Continuing airworthiness management
2. Maintenance
3. Review + ARC
4. Permit to Fly

Part 145

Part M changed to:

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + MS(SMS)

Privileges:

1. Continuing airworthiness management
2. Review + ARC
3. Permit to Fly

Part ML

Regulatory framewok

"Old Part M" – **GA items - Simplify/ revised/updated"**

100

200

300

400

500

800

900

Part CAO

Authorization provisions - CAO

"Old M – **combined organization simplify**/revised/upda ted"

600

700

Privileges:

1. Continuing airworthiness management
2. Maintenance
3. Review + ARC
4. Permit to Fly

Part 145

Only minor changes / updates

Privileges:

1. Maintenance
2. Review + ARC

Uddybning



**Før vi gå rigtig i gang:
Definitioner / forudsætninger**

Definitions:

Commercial Operation

REGULATION (EC) No 216/2008

Definitions:

- (i) '**commercial operation**' shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator

Commercial Air Transport (CAT):

REGULATION (EC) No 1008/2008

Article 1

Subject matter

- 1. This Regulation regulates the **licensing of Community air carriers**, the right of Community air carriers to operate intra-Community air services and the pricing of intra-Community air services.

Definitions:

COMPLEX MOTOR-POWERED AIRCRAFT definition (EC) No 216/2008

A complex motor-powered aircraft' shall mean:

an aeroplane:

- with a maximum certificated take-off mass exceeding 5 700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine, or

a helicopter certificated:

- for a maximum take-off mass exceeding 3 175 kg, or
- for a maximum passenger seating configuration of more than nine, or
- for operation with a minimum crew of at least two pilots, or

a tilt rotor aircraft;

ANNEX (PART-ML) applies to:

Other than complex motor-powered aircraft –

not listed in the air operator certificate under Regulation (EC) No 1008/2008:

- (1) aeroplanes of 2 730 kg maximum take-off mass (MTOM) or less;
- (2) rotorcraft of 1 200 kg MTOM or less, certified for a maximum of up to 4 occupants;
- (3) other ELA2 aircraft (sailplane and balloons) – **even listed under (EC) No 1008/2008**

Definitions:

CMPA / Part ML:

Apply:	Complex Motor-Powered Aircraft/CMPA			Part ML applies		
Operation:	<i>All</i>			<i>Non (EC) 1008/2008</i>		<i>All</i>
Aircraft:				<i>Non - CMPA</i>		
	<u>Aeroplane:</u>	<i>Helicopter:</i>	<i>Tilt rotor:</i>	<u>Aeroplane:</u>	<i>Helicopter:</i>	<i>other ELA2</i>
MTOM	>5700 Kg.	> 3175 Kg.	All	</=2730 Kg.	</= 1200 kg.	**
MPSC	> 19	> 9			</= 4	
Pilots	> 1	> 1				
Turbojet	>/=1					
Turboprop	>/=2*					

*exceptions applies in relation to some IR.

** Refer. to ELA2 definition (Most relevant Sailplane <2000 kg. and all balloons.)

Part-ML (Light Part-M)

Part M	Part CAMO	Part ML	Part CAO
Regulatory framewok	Authorization provisions - CAMO	Regulatory framewok	Authorization provisions - CAO
"Old Part M" – GA items removed + changes / updates	"Old Part M" changes / updates	"Old Part M" – GA items - Simplify/ revised/updated"	"Old M – combined organization simplify /revised/upda ted"
100	700 + MS(SMS)	100	600
200		200	700
300		300	
400		400	
500		500	
(600 and 700 trans to CAMO/CAO 24. sep 2020)		800	
800		900	
900			
	Privileges: 1. Continuing airworthiness management 2. Review 3. Permit to Fly		Privileges: 1. Continuing airworthiness management 2. Maintenance 3. Review 4. Permit to Fly

Part-ML (Light Part-M)

- **Applicable to private and commercial operations of**
- **if they are not complex motor-powered aircraft:**
 - aeroplanes up to 2730 Kg,
 - helicopters up to 4 occupants and 1200 Kg.
 - other ELA2 aircraft and
- **Not applicable to Commercial Air Transport (in the sense of licensed air carriers per Regulation (EC) 1008/2008).**
- **Part-ML covers all sailplanes and balloons, even if they carry passengers - they are excluded from (EC) 1008/2008**

Part-ML (Light Part-M)

- **Part-ML is the only option for this category of aircraft** (they cannot use Part-M).
- **All other aircraft must follow Part-M** (including those partially used for CAT operations)
- **If an aircraft moves from Part-ML to Part-M** (because it changes to CAT operations):
 - **Maintenance programme to be approved by NAA.** Additional maintenance may be needed.
 - **An airworthiness review by a CAMO or NAA and a new ARC must be issued.**

Part-ML (Light Part-M)

Declaration/approval of Maintenance Programme (AMP):

- Not possible to have the AMP approved by the NAA.

- For aircraft managed by a CAMO or CAO (**mandatory for commercial operations**):
 - The CAMO or CAO approves the AMP.
 - Justifications to deviations from manufacturer recommendations must be provided to the owner.

- For aircraft not managed by a CAMO or CAO (**only possible for non-commercial operations**):
 - The AMP is declared by the owner.
 - No justification for deviations needed.

Part-ML (Light Part-M)

Independent certifying staff can issue the ARC together with the 100h/annual inspection (for non-commercial operations)

- **The staff needs to be authorised by the NAA, as follows:**
 - The person must hold a Part-66 licence.
 - The authorisation is issued by the NAA responsible for such licence or qualification.
 - The NAA has to assess the knowledge on airworthiness reviews and Part-ML.
 - 1 airworthiness review under supervision of the NAA.
 - **Authorisation valid for 5 years.**

- Authorisation mutually recognised by all Member States if based on a Part-66 licence **(can issue ARCs on any EU registered aircraft)**

Part-ML (Light Part-M)

Maintenance organisations can issue the ARC together with the 100h/annual inspection.

Template for the AMP:

- In order to facilitate and standardise the development of the AMP.

Deferment of defects by the pilot (for non-commercial operations):

- Possible for the pilot to defer defects with the agreement of the owner.

ARC document:

- Part-ML contains only the Form 15c
- Part-M contains the Forms 15a and 15b

Part-ML (Light Part-M)

Simple case example for non-commercial operations

- Owner will declare the AMP, with possible deviations to manufacturer recommendations
- Owner can manage the continuing airworthiness of the aircraft (no obligation to contract CAMO or CAO)
- Maintenance can be performed by independent staff (no obligation to contract a maintenance organisation)
- Airworthiness review and ARC may be issued by independent certifying staff together with the 100h/annual inspection.

NOTE: Organisations can be contracted/used if desired.

Part-ML (Light Part-M)

Organisations still required for:

- **Maintenance and continuing airworthiness management of aircraft involved in commercial operations.**
- **Airworthiness reviews of aircraft involved in commercial operations.**
- **Extension of ARCs.**

Part-CAO (Combined Airworthiness Organisation)

<p>Part M</p> <p>Regulatory framework</p> <p>"Old Part M" – GA items removed + changes / updates</p> <p>100</p> <p>200</p> <p>300</p> <p>400</p> <p>500</p> <p>(600 and 700 trans to CAMO/CAO 24. sep 2020)</p> <p>800</p> <p>900</p>	<p>Part CAMO</p> <p>Authorization provisions - CAMO</p> <p>"Old Part M" changes / updates</p> <p>700 + MS(SMS)</p> <p>Privileges:</p> <ol style="list-style-type: none"> 1. Continuing airworthiness management 2. Review 3. Permit to Fly 	<p>Part ML</p> <p>Regulatory framework</p> <p>"Old Part M" – GA items - Simplify/revised/updated"</p> <p>100</p> <p>200</p> <p>300</p> <p>400</p> <p>500</p> <p>800</p> <p>900</p>	<p>Part CAO</p> <p>Authorization provisions - CAO</p> <p>"Old M – combined organization simplify/revised/updated"</p> <p>600</p> <p>700</p> <p>Privileges:</p> <ol style="list-style-type: none"> 1. Continuing airworthiness management 2. Maintenance 3. Review 4. Permit to Fly
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Part-CAO

New “Combined Airworthiness Organisation” for General Aviation:

- **Applicable to non-complex non-CAT aircraft**
 - Some aircraft will follow Part-M and others Part-ML
- **Combines the privileges of a Subpart-F maintenance organisation and a CAMO.**
- **No SMS:** They will continue with the current Quality System (or organisational reviews if the organisation is small).
- **Introduces simplified requirements. (next slide)**

Part-CAO

Simplifications introduced:

- **Combined privileges** for maintenance, continuing airworthiness management, airworthiness reviews, permit to fly.
- **Single exposition** for all activities.
- **Simplified approval certificate** (no aircraft types, just categories)
- **More privileges for the organisation to manage changes:**
 - **Approval by the NAA only required for:**
 - aeroplanes above 2730Kg,
 - helicopters of more than 1200 Kg or 4 occupants and
 - workshop maintenance of complete turbine engines.
 - **Other aircraft and components can be introduced in the scope of work by the organisation** (with approved procedure)
 - **Changes to facilities, tooling, equipment, etc, can be managed by the organisation** (with approved procedure)

Part M

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 trans to CAMO/CAO 24. sep 2020)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + **MS(SMS)**

Privileges:

1. Continuing airworthiness management
2. Review
3. Permit to Fly

Part ML

Regulatory framewok

"Old Part M" – **GA items - Simplify/ revised/updated"**

100

200

300

400

500

800

900

Part CAO

Authorization provisions - CAO

"Old M – **combined organization simplify**/revised/updated"

600

700

Privileges:

1. Continuing airworthiness management
2. Maintenance
3. Review
4. Permit to Fly

Part M

- **Removed all requirements related to “general aviation aircrafts”** – items now described in Part ML
- **Update certain requirement applicable to Part-CAO**
- Part-M Subpart G: deleted. (remains until 24. Sep. 2021)
- Part-M subpart F: may still be used until 24. Sep. 2021
- **Revisions to Certificates**
 - **ARC 15a and 15 b updated**
 - **Subpart F – Form 3-MF updated and exp. Date 24. sep 2021**
- Essentially amended due to **Opinion Tech Records**, the introduction of Part-ML, Part-CAO and Part-CAMO and BR reference:
 - Next slide

Part M

- New structure of M.A.305, clearer on what continuing airworthiness records are and consistent record keeping period
- “**Service Life Limited Parts**” (subject to a certified life limit or to a service life limit) replaced by “**Life Limited Parts**” and “**Time Controlled Components**”
- “**In-service history records**” (used in ICAO) which partially incorporates the concept of “back to birth” traceability

Part-CAMO (Continuing Airworthiness Management Organisation)

Part M	Part CAMO	Part ML	Part CAO
Regulatory framewok	Authorization provisions - CAMO	Regulatory framework	Authorization provisions - CAO
"Old Part M" – GA items removed + changes / updates	"Old Part M" changes / updates	"Old Part M" – GA items - Simplify/ revised/ updated"	"Old M – combined organization simplify/ revised/upda ted"
100	700 + MS(SMS)	100	600
200		200	700
300		300	
400		400	
500		500	
(600 and 700 trans to CAMO/CAO 24. sep 2020)		800	
800	Privileges: 1. Continuing airworthiness management	900	Privileges: 1. Continuing airworthiness management
900	2. Review		2. Maintenance
	3. Permit to Fly		3. Review
			4. Permit to Fly

Part CAMO

General approach

- Delete Part-M Subpart G (**OBS**)
- **New Annex Vc – Part-CAMO**
- **New structure**, new numbering based on ARX/ORX (Air Operation and Air Crew Regulations) with content adapted to CAMO
- Introduction of a **“Management system”, including SMS**
- **Compliance Monitoring** (references to ‘quality system’ are deleted)

Sammenfatning

Part M, CAMO, ML, CAO, Sammenfatning

Operation	<u>Non-commercial</u>			Commercial				
				<u>Other than licensed</u>		<u>EU 1008 - licensed</u>		
Aircraft	Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA
	Light	Non-light		Light	Non-light			
Standard	Part-ML	Part-M	Part-M	Part-ML	Part-M	Part-M	Part-M	Part-M
Management	Owner*	Owner**						
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC issue	Part 66							
	Part 145							
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC <u>ext.</u>	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
Maintenance	Part 66	Part 66						
	Pilot-owner	Pilot-owner						
	CAO	CAO		CAO	CAO			
	145	145	145	145	145	145	145	145

* Option for both self-declared AMP and Continuing Airworthiness Management

** Only the Continuing Airworthiness Management

Part M, CAMO, ML, CAO, Sammenfatning

Operation	Non-commercial			Commercial				
				Other than licensed		EU 1008 - licensed		
Aircraft	Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA
	Light	Non-light		Light	Non-light			
Standard	Part-ML	Part-M	Part-M	Part-ML	Part-M	Part-M	Part-M	Part-M
Management	Owner*	Owner**						
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC issue	Part 66							
	Part 145							
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC ext.	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
Maintenance	Part 66	Part 66						
	Pilot-owner	Pilot-owner						
	CAO	CAO		CAO	CAO			
	145	145	145	145	145	145	145	145

* Option for both self-declared AMP and Continuing Airworthiness Management

** Only the Continuing Airworthiness Management

Part M, CAMO, ML, CAO, Sammenfatning

Operation	<u>Non-commercial</u>			Commercial				
				<u>Other than licensed</u>		<u>EU 1008 - licensed</u>		
Aircraft	Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA
	Light	Non-light		Light	Non-light			
Standard	Part-ML	Part-M	Part-M	Part-ML	Part-M	Part-M	Part-M	Part-M
Management	Owner*	Owner**						
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC issue	Part 66							
	Part 145							
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC <u>ext.</u>	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
Maintenance	Part 66	Part 66						
	Pilot-owner	Pilot-owner						
	CAO	CAO		CAO	CAO			
	145	145	145	145	145	145	145	145

* Option for both self-declared AMP and Continuing Airworthiness Management

** Only the Continuing Airworthiness Management

Transition

Transition

- Organisations can keep the current Part MG or Part-145 approval (needed for complex aircraft and CAT)
 - Update to current Expositions needed in relation Part M, ML and 145 before 24. Marts 2020
 - Part MG:
 - Update of CAME in relation to Part CAMO and
 - Apply for a Part CAMO - both before 24. September 2021
- Existing Subpart F approvals will be valid only until 24. Sep. 2021. After that, Part-CAO will be needed.
- NAA can still issue Subpart F approvals until 24. September 2020

Transition

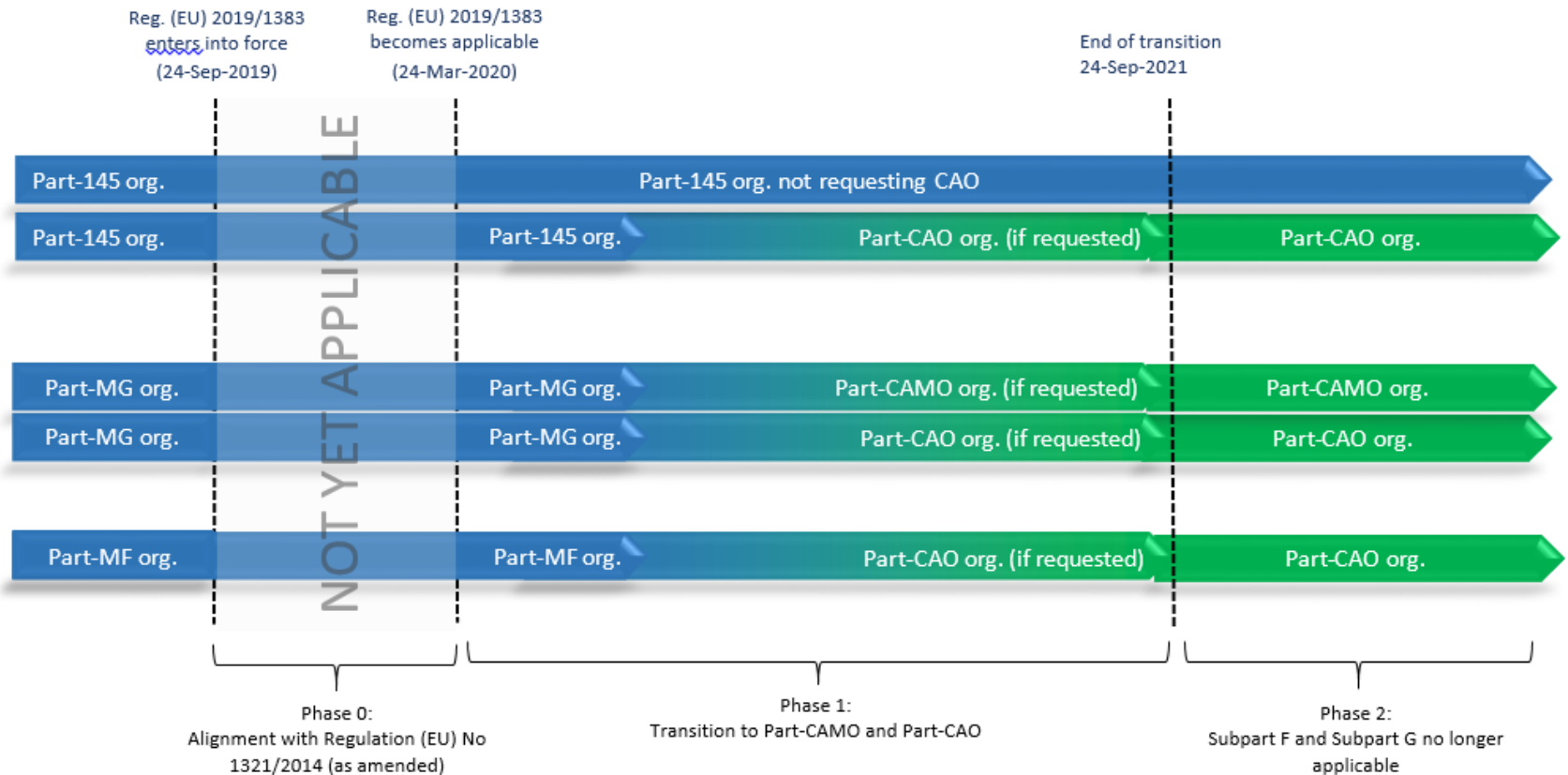
- **Organisations holding Part MG, Part-145 or Subpart F approvals will be issued a Part-CAO approval upon application.**
- **Part CAO approval will be issued with the same / corresponding privileges / scope of work as before**
- **Limitations will be introduced to maintain the current same scope of work**
- **They will have until 24. Sep. 2021 to adapt their procedures and manuals to be compliant with Part-CAO**
- **Limitations can be removed when complying with the corresponding elements and including the corresponding procedures in the CAE**

Transition

GUIDE FOR TRANSITION TO PART-CAO and PART-CAMO (Revision January 2020)

II. Overview of the transition to Part-CA(M)O

The following figure provides an overview of the expected transition process and chronology in accordance with Article 4 of Regulation (EU) No 1321/2014 (as amended):

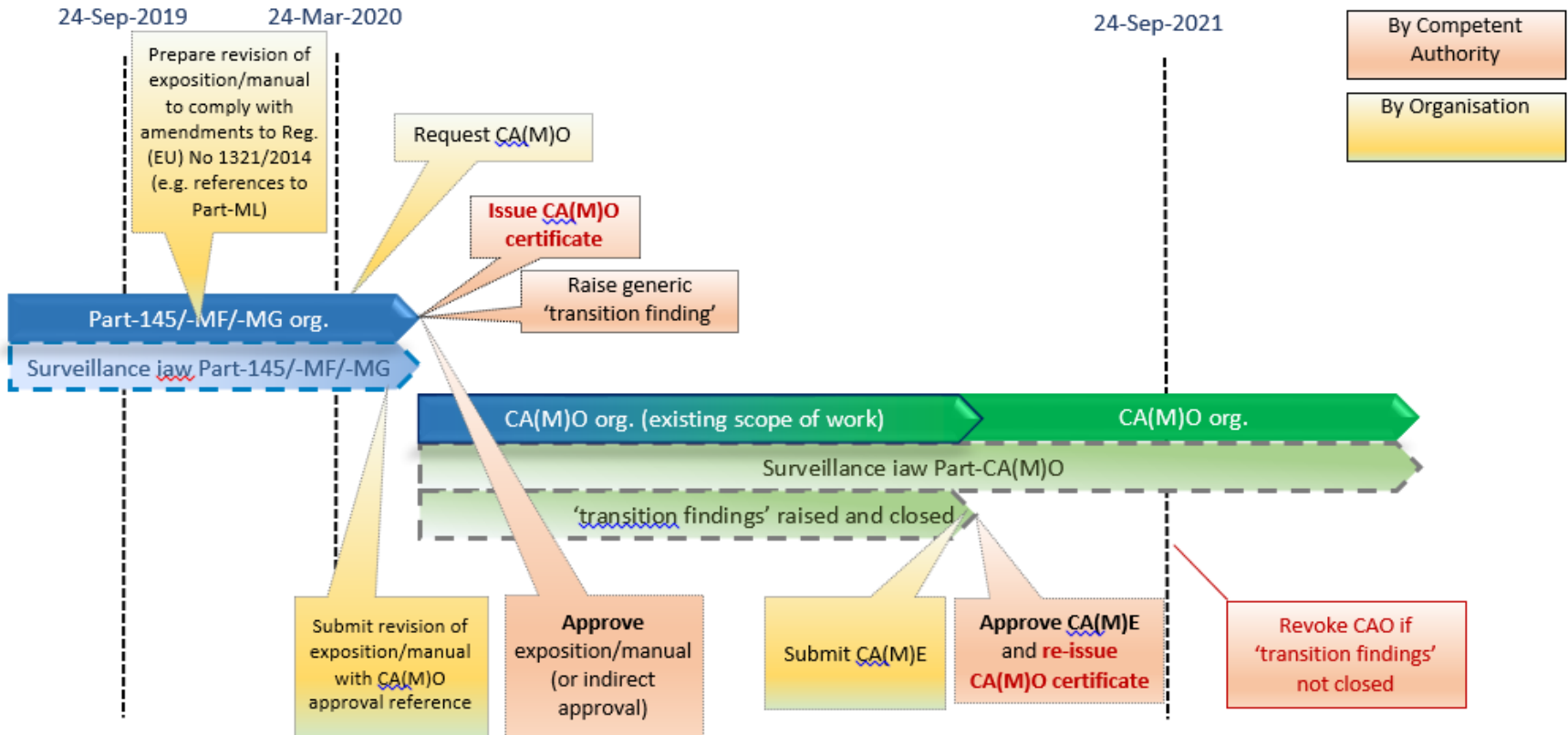


Note: Approvals to Part-MF and Part-MG may still be issued until 1 year after EIF

Transition

GUIDE FOR TRANSITION TO PART-CAO and PART-CAMO (Revision January 2020)

The following figure provides an overview of the step approach developed in the next chapter.



Note: request for Part-CA(M)O may be sent to competent authority before the applicability date, but the competent authority can only issue the CA(M)O certificate after the applicability date

Part 145

Part 145

- References to: BR, Part-ML, terms M.A.305 (CAW records)
- Records retention period from 2 to 3 years.

- Privileges
 - AR for Part-ML aircraft
 - (No privileges in developing AMP)

(7) point 145.A.75 is amended as follows:

(a) point (f) is replaced by the following:

‘(f) If specifically approved to do so for **aircraft** covered by Annex Vb (**Part-ML**), it may 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) to this Regulation.’;

(b) point (g) is deleted;

Part 66/147/T

Part 66/147/T

Part 66

- Update BR references
- Correction of an error introduced in the previous amendment in 66.A.45(d)

Part 147:

- Some missing text, removed unintentionally in previous amendment, has been inserted again at the beginning of Appendix III and before the existing EASA Form 148 and EASA Form 149.
- But BR references have not been updated in the certificates.

Part T

- Update of regulatory references

Frokost

Opsummering

Opsummering

Part M

Regulatory framewok

"Old Part M" – **GA items removed** + changes / updates

100

200

300

400

500

(600 and 700 remains until 24. Sep. 2021)

800

900

Part CAMO

Authorization provisions - CAMO

"Old Part M" changes / updates

700 + **MS(SMS)**

Privileges:

1. Continuing airworthiness management
2. Review + ARC
3. Permit to Fly

Part ML

Regulatory framewok

"Old Part M" – **GA items - Simplify/ revised/updated"**

100

200

300

400

500

800

900

Part CAO

Authorization provisions - CAO

"Old M – **combined organization simplify**/revised/upda ted"

600

700

Privileges:

1. Continuing airworthiness management
2. Maintenance
3. Review + ARC
4. Permit to Fly

Part 145

Only minor changes / updates

Privileges:

1. Maintenance
2. Review + ARC

Opsummering

Commercial Operation

REGULATION (EC) No 216/2008

Definitions:

- (i) '**commercial operation**' shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator

Commercial Air Transport (CAT):

REGULATION (EC) No 1008/2008

Article 1

Subject matter

- 1. This Regulation regulates the **licensing of Community air carriers**, the right of Community air carriers to operate intra-Community air services and the pricing of intra-Community air services.

Opsummering

CMPA / Part ML:

Apply:	Complex Motor-Powered Aircraft/CMPA			Part ML applies		
Operation:	<i>All</i>			<i>Non (EC) 1008/2008</i>		<i>All</i>
Aircraft:				<i>Non - CMPA</i>		
	<u>Aeroplane:</u>	<i>Helicopter:</i>	<i>Tilt rotor:</i>	<u>Aeroplane:</u>	<i>Helicopter:</i>	<i>other ELA2</i>
MTOM	>5700 Kg.	> 3175 Kg.	All	</=2730 Kg.	</= 1200 kg.	**
MPSC	> 19	> 9			</= 4	
Pilots	> 1	> 1				
Turbojet	>/=1					
Turboprop	>/=2*					

*exceptions applies in relation to some IR.

** Refer. to ELA2 definition (Most relevant Sailplane <2000 kg. and all balloons.)

Opsummering

Part M:

- A/C > 2730/1200 kg and all CPMA
- CAT operators – regardless A/C categories

Part ML:

- A/C \leq 2730/1200 kg and Non CPMA
- Non CAT operators

Part CAMO:

- All A/C categories - regardless of operations

Part CAO

- Non CPMA
- Non CAT operators

Opsummering

Operation	<u>Non-commercial</u>			Commercial				
				<u>Other than licensed</u>			<u>EU 1008 - licensed</u>	
Aircraft	Non-CMPA		CMPA	Non-CMPA		CMPA	Non-CMPA	CMPA
	Light	Non-light		Light	Non-light			
Standard	Part-ML	Part-M	Part-M	Part-ML	Part-M	Part-M	Part-M	Part-M
Management	Owner*	Owner**						
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC issue	Part 66							
	Part 145							
	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
ARC <u>ext.</u>	CAO	CAO		CAO	CAO			
	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO	CAMO
Maintenance	Part 66	Part 66						
	Pilot-owner	Pilot-owner						
	CAO	CAO		CAO	CAO			
	145	145	145	145	145	145	145	145

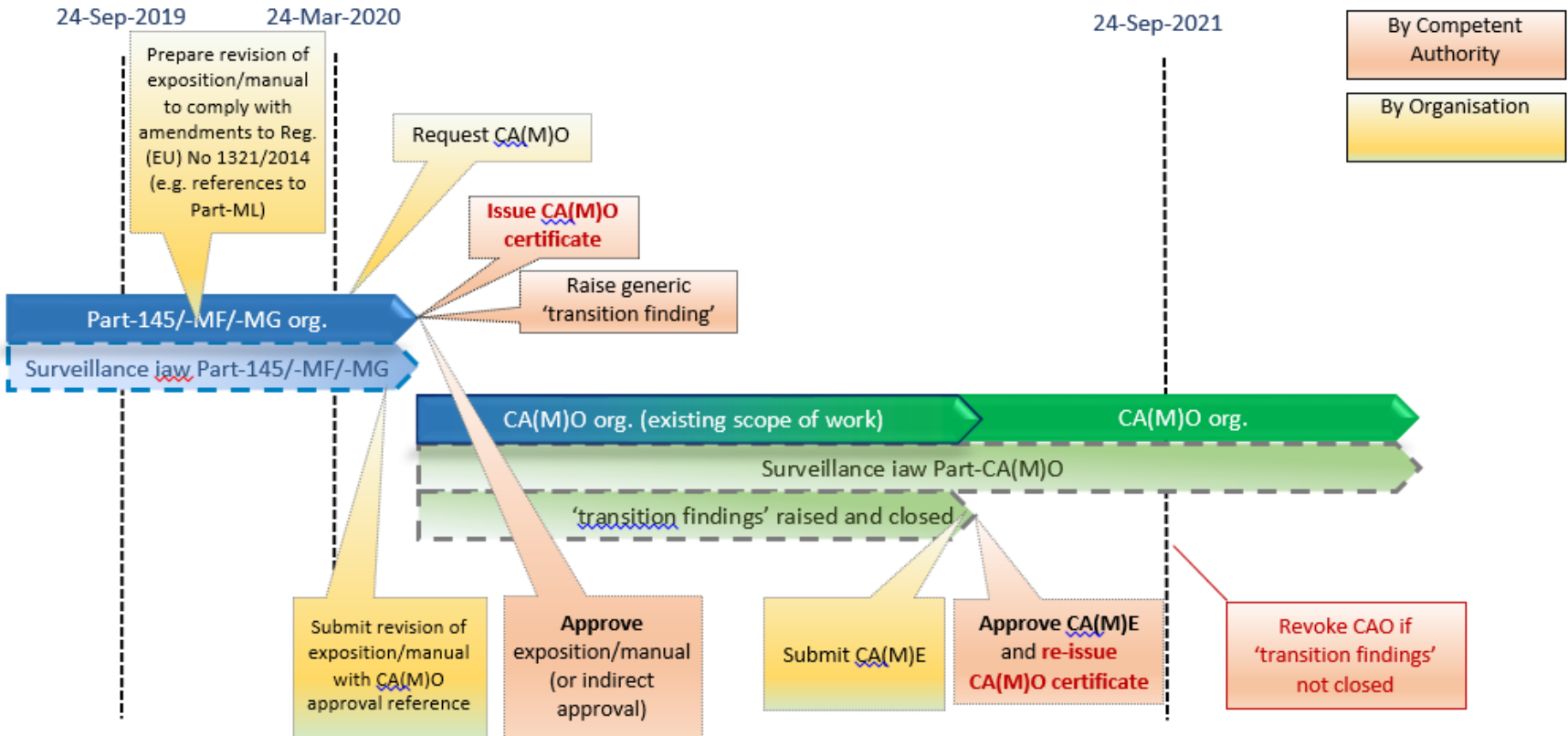
* Option for both self-declared AMP and Continuing Airworthiness Management

** Only the Continuing Airworthiness Management

Opsummering

GUIDE FOR TRANSITION TO PART-CAO and PART-CAMO (Revision January 2020)

The following figure provides an overview of the step approach developed in the next chapter.



Note: request for Part-CA(M)O may be sent to competent authority before the applicability date, but the competent authority can only issue the CA(M)O certificate after the applicability date

Gruppearbejde - Case 1