

## **Information and Advisory Notice No. 10**

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### **(EU) No 1321/2014 Part-M Subpart I and M.A.711(b) Privileges for CAMO's**

#### **1 Introduction**

1.1 This Notice is intended to give guidance to the operators and Part-M Subpart G Continuing Airworthiness Management Organisations concerning Part-M Subpart I, ARC extensions and application for M.A.711(b) privileges to issue Airworthiness Review Certificates (ARC).

1.2 The provisions of Part-M Subpart I apply to aircraft operated under (EU) No 965/2012 EASA-Ops (Part-CAT, NCC, SPO, NCO).

#### **2 Provisions of Part-M Subpart I and M.A.711(b) Privileges**

2.1 M.A. 711(b) privileges enable the CAMO to issue ARC's or issue recommendations for the airworthiness review to a EASA member state of registry.

2.2 This means it can carry out these reviews both for its own AOC aircraft and also for third party aircraft, provided these aircraft types are included in the scope of approval of the CAMO. These reviews shall be carried out in accordance with the CAMO procedures as written in the Part 4 of the CAME.

2.3 In the case where the CAMO carries out the airworthiness review for its operated aircraft it can issue an EASA Form 15b, whereas in the case of third party aircraft it may only issue a recommendation to the state of registry.

2.4 The definition of 'controlled environment' is found in M.A.901(b).

2.5 Those CAMO's (AOC holders) which do not wish to obtain M.A.711(b) privileges would have to contract other appropriately approved CAMO's to perform the airworthiness review and issue an airworthiness review certificate recommendation for their managed/operated aircraft.

2.7 The recommendation for issue of an ARC referred to in par. 2.5 above has to be sent to the TM CAD for assessment in accordance with M.B.901.

2.8 IAN No. 9 gives guidance on the contents of a Recommendation Report to be presented to TM CAD by a CAMO with M.A.711(b) privileges.

### **3 Application to obtain M.A.711(b) Privileges by CAMO's approved by the TM CAD**

3.1 Applications to obtain M.A.711(b) privileges shall be submitted to the Airworthiness Inspectorate on an EASA Form 2G.

3.2 As part of the application process the CAMO's shall accomplish the following:

- Submit the CAME Part 4 procedures for review and approval;
- Submit a list of the proposed Airworthiness Review Staff (ARS);

NOTE: To qualify for M.A.711(b) privileges a CAMO shall have at least two ARS

- Arrange for the Airworthiness Review Staff to undergo/carry out a joint airworthiness review with the Airworthiness Inspectors to comply with M.A.707(b);
- Submit a sample recommendation report, aircraft and documentation report based on AMC M.A.710(a) and (b). (Refer also to IAN No. 9 for the content of the recommendation report).

#### **3.2.1 The CAME procedures shall contain the following key elements:**

- A description of the process of the Airworthiness Review;
- A description how the recommendations and reports are compiled;
- Criteria for qualification and competence assessment of ARS;
- Management and closure of findings from aircraft physical inspection and aircraft records;
- Management of aircraft in case evidence is found aircraft is not under a controlled environment or aircraft is not airworthy.

3.3 The Airworthiness Inspectorate will reserve the right to carry out documentation and aircraft inspection as necessary both as part of the oversight of the CAMO's and as part of the aircraft monitoring.

### **4 Issue of ARC**

#### **a) Import of aircraft from outside the EU**

4.1 In such cases M.A.904 applies. This means that for aircraft other than new, an airworthiness review shall be carried out by a CAMO with appropriate M.A.711 (b) privileges. However It is envisaged that for used aircraft imported from outside the EU the TM CAD may opt to take an active part during the airworthiness review of the aircraft or in certain circumstances carry out the initial airworthiness review by itself.

#### **b) Import of aircraft from inside the EU (other EASA member states)**

5.1 In such cases M.A.903 applies.

5.2 The TM CAD will only accept ARC's from EASA member states issued in accordance with Subpart I as from 28<sup>th</sup> September 2008.

**c) Issue of ARC for Light Aircraft (less than 5700 Kg MTOM)**

CAT aircraft (5700 kg < MTOM > 2730 kg)

Aircraft used for commercial air transport having a MTOM between 2730 and 5700 kg which are in a controlled environment can be issued with an ARC by an appropriately approved CAMO, the validity of which can be subsequently extended twice for a period of one year each time.

CAT aircraft (5700 kg < MTOM > 2730 kg)

For aircraft used for commercial air transport having a MTOM between 2730 and 5700 kg which are NOT in a controlled environment or controlled by a CAMO which does not hold M.A.711(b) privileges to issue ARC, the ARC is issued by the TM CAD upon a satisfactory recommendation by an appropriately approved CAMO together with an application from the owner or operator.

NON-CAT aircraft MTOM < 2730 kg

Aircraft NOT used for commercial air transport having a MTOM less than 2730 kg can be issued with an ARC by an appropriately approved CAMO appointed by the owner or operator, and the validity of the ARC can be extended twice for a period of one year each time when the aircraft has remained under its management within a controlled environment.

NON-CAT ELA1 aircraft

Pursuant to Commission Regulation (EU) 1321/2014 as amended by (EU) No 2015/1088, for ELA1 aircraft not involved in commercial operations, the Part 145 or M.A. Subpart F maintenance organisation performing the annual inspection contained in the maintenance programme may, if appropriately approved, perform the airworthiness review and issue the corresponding airworthiness review certificate.

ARC can also be issued by the TM CAD upon a satisfactory assessment, based on a recommendation made by certifying staff formally approved by the competent authority and complying with provisions of Part-66 and M.A.707(a)2(a) together with application from owner or operator.

All AIRCRAFT BELOW 2730 kg

The TM CAD may also carry out the airworthiness review and issue the ARC if it is requested by the owner.

**5 Extension of ARC**

Extension of the ARC can be done when the conditions specified in M.A. 901(f) are fully met. The ARC can be extended twice for a period of one year, by the

CAMO managing the continuing airworthiness of the aircraft under a controlled environment.

The privileges of the CAMO to extend twice the validity of ARC are obtained directly with the CAMO approval however for these privileges to be exercised the requirements of M.A.706 (i) shall be complied with.

For compliance with M.A.706 (i) the CAMO has to nominate and authorise persons who can extend the ARC.

TM CAD expects that CAMO's have a minimum of two persons who are authorised to extend the ARC.

The CAMO has to have a procedure for the nomination and authorisation of personnel extending the ARC and a procedure for the extension of the ARC itself. This should be done in Part 4 of the CAME.

The CAME procedure shall clearly specify that if the aircraft is not under a controlled environment or there is evidence that the aircraft is not airworthy, the ARC cannot be extended.

The list of nominated personnel have to be kept updated in the CAME.

The CAMO shall issue an authorisation number for the nominated staff to be entered in the ARC Form 15a/b at the time of extension.

In accordance with M.A. 710 (f) a copy of any airworthiness review certificate issued or extended shall be sent to TM CAD **within 10 days**.