

## ANNEX I

**The following Annex Vb (Part-ML) is added to Regulation (EU) No 1321/2014:**

*ANNEX Vb*

**(Part-ML)**

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## **ML.1**

- (a) This Part applies to the following aircraft when they are not listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008 and not classified as complex motor-powered aircraft:
- (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; and
  - (3) other ELA2 aircraft;
- (b) For the purpose of this Part, the competent authority shall be the authority designated by the Member State of registry.
- (c) For the purpose of this Part, the following definitions and acronyms shall apply:
- (1) AD: airworthiness directive;
  - (2) AMP: an aircraft maintenance programme complying with the requirements of ML.A.302;
  - (3) AMP declaration: a declaration issued by the owner of an aircraft in accordance with ML.A.302(c)(7) for the AMP applicable to their aircraft;
  - (4) ARC: an airworthiness review certificate issued in compliance with ML.A.901(a);
  - (5) CAMO: a continuing-airworthiness management organisation approved in accordance with Section A of Part-CAMO;
  - (6) CAO: a combined airworthiness organisation approved in accordance with Section A of Part-CAO;
  - (7) CRS: certificate of release to service;
  - (8) DAH: design approval holder;
  - (9) MEL: minimum equipment list;
  - (10) MIP: minimum inspection programme;
  - (11) independent certifying staff: certifying staff not working on behalf of an approved maintenance organisation, and being in compliance with either:
    - (i) the requirements of Part-66; or
    - (ii) for aircraft for which Part-66 is not applicable, the certifying staff requirements in force in the Member State of registry of the aircraft;
  - (12) maintenance organisation: an organisation with maintenance privileges approved in accordance with either:
    - (i) Section A of Part-CAO; or
    - (ii) Subpart F of Part-M; or
    - (iii) Section A of Part-145;
  - (13) owner: the person responsible for the continuing airworthiness of the aircraft, including:

- (i) the registered owner of the aircraft; or
  - (ii) the lessee in the case of a leasing contract; or
  - (iii) the operator;
- (14) Part-M: Annex I to Regulation (EU) No 1321/2014;
  - (15) Part-145: Annex II to Regulation (EU) No 1321/2014;
  - (16) Part-66: Annex III to Regulation (EU) No 1321/2014;
  - (17) Part-ML: Annex Vb to Regulation (EU) No 1321/2014;
  - (18) Part-CAMO: Annex Vc to Regulation (EU) No 1321/2014;
  - (19) Part-CAO: Annex Vd to Regulation (EU) No 1321/2014;
  - (20) Part-21: Annex I to Regulation (EU) No 748/2012; and
  - (21) Part-NCO: Annex VII to Regulation(EU) No 965/2012.

*SECTION A*  
**TECHNICAL REQUIREMENTS**

SUBPART A  
*GENERAL*

**ML.A.101 Scope**

This Section establishes the measures to be taken to ensure that the airworthiness of the aircraft is maintained, including its maintenance. It also specifies the conditions to be met by the persons or organisations involved in such activities.

SUBPART B  
*ACCOUNTABILITY*

**ML.A.201 Responsibilities**

- (a) The owner is responsible for the continuing airworthiness of the aircraft and shall ensure that no flight takes place unless:
  - (1) the aircraft is maintained in an airworthy condition; and
  - (2) any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; and
  - (3) the airworthiness certificate remains valid; and
  - (4) the maintenance of the aircraft is performed in accordance with the AMP specified in ML.A.302.

- (b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if the lessee is included:
  - (1) in the registration document; or
  - (2) in the leasing contract.
- (c) Any person or organisation performing maintenance shall be responsible for the tasks performed.
- (d) The pilot in command shall be responsible for the satisfactory accomplishment of the preflight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by certifying staff.
- (e) For aircraft not operated under Part-NCO, the operator shall:
  - (1) be approved as a CAMO or as a CAO for the management of the continuing airworthiness of its aircraft, or contract such an organisation using the contract described in Appendix I; and
  - (2) ensure that all maintenance is performed by approved maintenance organisations; and
  - (3) ensure that the requirements of (a) above are satisfied.
- (f) For aircraft operated under Part-NCO, in order to satisfy the requirements of (a) above, the owner of an aircraft may, as an option, contract the tasks associated with continuing-airworthiness management to an appropriately approved CAMO or CAO. In this case, the contracted organisation assumes responsibility for the proper accomplishment of these tasks, and a written contract shall be concluded in accordance with Appendix I.
- (g) The owner is responsible for granting the competent authority access to the aircraft and the aircraft records in order for it to determine continued compliance of the aircraft with this Part.

#### **ML.A.202 Occurrence reporting**

- (a) Any person or organisation responsible in accordance with ML.A.201 shall report to the competent authority designated by the Member State of registry, to the organisation responsible for the type design or supplemental type design and, if applicable, to the Member State of the operator, any identified condition of an aircraft or component which endangers flight safety.
- (b) Reports shall be produced in a manner established by the competent authority and contain all pertinent information about the condition known to the person or organisation.
- (c) Where the person or organisation maintaining the aircraft is contracted by an owner to carry out maintenance, the person or the organisation maintaining the aircraft shall also report to the owner or to the CAMO or CAO responsible for the continuing airworthiness management any such condition affecting the aircraft or component.
- (d) Reports shall be produced as soon as practicable, but in any case, within 72 hours of the person or organisation identifying the condition to which the report relates unless exceptional circumstances prevent this.

## SUBPART C

### *CONTINUING AIRWORTHINESS*

#### **ML.A.301 Continuing airworthiness tasks**

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

- (a) the accomplishment of preflight inspections;
- (b) the rectification in accordance with the data specified in ML.A.304 and/or ML.A.401, as applicable, of any defect and damage affecting safe operation, taking into account the MEL and configuration deviation list, when applicable;
- (c) the accomplishment of all maintenance in accordance with the AMP;
- (d) the accomplishment of any applicable:
  - (1) AD;
  - (2) operational directive with a continuing-airworthiness impact;
  - (3) continuing-airworthiness requirement established by the Agency; and
  - (4) any measure mandated by the competent authority in immediate reaction to a safety problem;
- (e) the accomplishment of modifications and repairs in accordance with ML.A.304; and
- (f) maintenance check flights, when necessary.

#### **ML.A.302 Aircraft maintenance programme**

- (a) The maintenance of each aircraft shall be organised in accordance with an AMP.
- (b) The AMP and any subsequent amendments shall be:
  - (1) declared by the owner in those cases where the continuing airworthiness of the aircraft is not managed by a CAMO or CAO; or
  - (2) approved by the CAMO or CAO responsible for managing the continuing airworthiness of the aircraft.
- (c) The AMP:
  - (1) shall clearly identify the owner and the specific aircraft to which it refers, including any installed engine and propeller, as applicable;
  - (2) shall include:
    - (i) the tasks/inspections contained in the applicable MIP defined in (d) below; or
    - (ii) the instructions for continuing airworthiness issued by the DAH;

- (3) may include additional or alternate instructions proposed by the owner, CAMO, CAO or maintenance organisation, once approved or declared in accordance with (b) above, but shall not be less restrictive than the applicable MIP;
- (4) shall include all the mandatory continuing-airworthiness information, such as repetitive ADs, the airworthiness limitation section (ALS) of the instructions for continued airworthiness (ICA), and specific maintenance requirements contained in the type certificate data sheet (TCDS);
- (5) in addition, shall identify any additional maintenance tasks to be performed because of the specific aircraft type, aircraft configuration and type and specificity of operation — the following elements shall be taken into consideration as a minimum:
  - specific installed equipment and modifications of the aircraft;
  - repairs carried out in the aircraft;
  - life-limited components and flight-safety-critical components;
  - maintenance recommendations, such as time between overhaul (TBO) intervals, issued through service bulletins, service letters, and other non-mandatory service information;
  - applicable operational directives/requirements related to the periodic inspection of certain equipment;
  - special operational approvals; and
  - use of the aircraft and operational environment; and
- (6) shall identify whether the Pilot-owners are authorised to perform maintenance;
- (7) when declared by the owner, shall contain a signed statement where the owner declares that this is the AMP for the particular aircraft registration and that they are fully responsible for its content and, in particular, for any deviations from the DAH's recommendations;
- (8) when approved by the CAMO or CAO, shall be signed by this organisation, which shall retain records with the justification for any deviation introduced to the DAH's recommendations; and
- (9) shall be reviewed at least annually, and this review shall be performed either:
  - in conjunction with the airworthiness review of the aircraft by the person who performs such an airworthiness review; or
  - by the CAMO or CAO managing the continuing airworthiness of the aircraft in those cases where the review of the AMP is not performed in conjunction with an airworthiness review;

if the review shows deficiencies on 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 in those cases where they do not agree with the measures taken by the owner, CAMO or CAO in order

to amend the AMP, and 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.

(d) An MIP:

(1) shall contain the following inspection intervals:

- for aeroplanes, touring motor gliders (TMGs) and balloons, every annual or 100-h interval, whichever comes first, to which a tolerance of 1 month or 10 h may be applied. The next interval shall be calculated as from the time the inspection takes place; and
- for sailplanes and powered sailplanes other than TMG, every annual interval to which a tolerance of 1 month may be applied. The next interval shall be calculated as from the time the inspection takes place; and

(2) shall contain the following, as applicable to the aircraft type:

- servicing tasks as required by the DAH's requirements;
- inspection of markings;
- review of weighing records and weighing in accordance with Regulation (EU) No 965/2012;
- operational test of transponder (if installed);
- operational test of the pitot-static system; and
- in the case of aeroplanes:
  - operational checks for power and revolutions per minute (rpm), magnetos, fuel and oil pressure, engine temperatures;
  - for engines equipped with automated engine control, the published run-up procedure; and
  - for dry-sump engines, engines with turbochargers and liquid-cooled engines, an operational check for signs of disturbed fluid circulation;
- inspection of the condition and attachment of the structural items, systems and components corresponding to the following areas:
  - for aeroplanes:

airframe, cabin and cockpit, landing gear, wing and centre section, flight controls, empennage, avionics and electrics, power plant, clutches and gearboxes, propeller and miscellaneous systems, such as the ballistic rescue system;
  - for sailplanes and powered sailplanes:

airframe, cabin and cockpit, landing gear, wing and centre section, empennage, avionics and electrics, power plant (for powered sailplanes) and



miscellaneous systems, such as removable ballast and/or drag chute and controls, as well as water ballast system;

- for hot-air balloons:  
envelope, burner, basket, fuel containers, equipment and instruments; and
- for gas balloons:  
envelope, basket, equipment and instruments.

Until such time as this Part specifies an MIP for airships and rotorcraft, their AMP shall be based on the ICA issued by the DAH, as referred to in (c)(2)(ii) above.

(e) By derogation from (b) and (c) above, 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:

- (1) all the ICA issued by the DAH are being followed without any deviations;
- (2) all maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information, are being followed without deviations;
- (3) there are no additional maintenance tasks to be performed resulting from:
  - (i) specific installed equipment and modifications of the aircraft;
  - (ii) repairs carried out in the aircraft;
  - (iii) life-limited components and flight-safety-critical components;
  - (iv) special operational approvals; and
  - (v) use of the aircraft and operational environment; and
- (4) Pilot-owners are authorised to perform Pilot-owner maintenance.

If the conditions (1) to (4) above are met, the AMP applicable to the aircraft will consist of the following:

- (i) the ICA issued by the DAH; and
- (ii) the maintenance recommendations, such as TBO intervals, issued through service bulletins, service letters, and other non-mandatory service information; and
- (iii) the mandatory continuing-airworthiness information, such as repetitive ADs, the ALS of the ICA and specific maintenance requirements contained in the TCDS; and
- (iv) the tasks due to specific operational/airspace directives/requirements in relation to particular instruments and equipment.

This derogation is not applicable for those cases where the pilot-owner or any of the pilot-owners (in case of jointly-owned aircraft) is not authorised to perform Pilot-owner maintenance since this has to be specified in the declared or approved AMP.

### **ML.A.303 Airworthiness directives**

Any applicable AD must be carried out within the requirements of that AD unless otherwise specified by the Agency.

### **ML.A.304 Data for modifications and repairs**

Damage shall be assessed and modifications and repairs carried out using, as appropriate, data:

- (a) approved by the Agency; or
- (b) approved by a Part-21 design organisation; or
- (c) contained in the requirements referred to in 21.A.90B Standard changes or 21.A.431B Standard repairs of Part-21.

### **ML.A.305 Aircraft continuing-airworthiness record system**

- (a) At the completion of any maintenance, the CRS required by ML.A.801 shall be entered in the aircraft continuing-airworthiness records. Each entry shall be made as soon as practicable but in no case more than 30 days after the day of the completion of the maintenance task.
- (b) The aircraft continuing airworthiness records shall consist of an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards, for any service-life-limited component as appropriate.
- (c) The aircraft type and registration mark, the date, together with the total flight time and/or flight cycles and/or landings, as appropriate, shall be entered in the aircraft logbooks.
- (d) The aircraft continuing-airworthiness records shall contain the current:
  - (1) status of ADs and measures mandated by the competent authority in immediate reaction to a safety problem;
  - (2) status of modifications, repairs and other DAH maintenance recommendations;
  - (3) status of compliance with the AMP;
  - (4) status of service-life-limited components;
  - (5) mass and balance report; and
  - (6) list of deferred maintenance.
- (e) In addition to the authorised release document, EASA Form 1 or equivalent, the following information relevant to any component installed (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:
  - (1) the identification of the component; and
  - (2) the type, serial number and registration, as appropriate, of the aircraft, engine, propeller, engine module or service-life-limited component to which the particular component has been fitted, along with the reference to the installation and removal of the component; and

- (3) the date together with the component's accumulated total flight time and/or flight cycles and/or landings and/or calendar time, as appropriate; and
- (4) the current information of (d) above, applicable to the component.
- (f) The person or organisation responsible for the management of continuing-airworthiness, tasks pursuant to ML.A.201, shall control the records as detailed in ML.A.305 and present the records to the competent authority upon request.
- (g) All entries made in the aircraft continuing-airworthiness records shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
- (h) An owner shall ensure that a system has been established to keep the following records for the periods specified:
  - (1) all detailed maintenance records in respect of the aircraft and any service-life-limited component fitted thereto, until such time as the information contained therein is superseded by new information equivalent in scope and detail but no less than 36 months after the aircraft or component has been released to service; and
  - (2) the total time in service (hours, calendar time, cycles and landings) of the aircraft and all service-life-limited components, for at least 12 months after the aircraft or component has been permanently withdrawn from service; and
  - (3) the time in service (hours, calendar time, cycles and landings), as appropriate, since the last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail; and
  - (4) the current status of compliance with the AMP at least until the scheduled maintenance of the aircraft or component has been superseded by another scheduled maintenance of equivalent work scope and detail; and
  - (5) the current status of ADs applicable to the aircraft and components, at least 12 months after the aircraft or component has been permanently withdrawn from service; and
  - (6) details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least 12 months after they have been permanently withdrawn from service.

**ML.A.307 Transfer of aircraft continuing-airworthiness records**

- (a) The owner shall ensure that when an aircraft is permanently transferred from one owner to another, the ML.A.305 continuing-airworthiness records are also transferred.
- (b) The owner shall ensure that when they contract the continuing-airworthiness management tasks to a CAMO or CAO, the ML.A.305 continuing-airworthiness records are transferred to the contracted organisation.
- (c) The time periods prescribed for the retention of records shall continue to apply to the new owner, CAMO or CAO.

SUBPART D  
*MAINTENANCE STANDARDS*

**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.
- (b) For the purposes of this Part, applicable maintenance data is:
  - (1) any applicable requirement, procedure, standard or information issued by the competent authority or the Agency;
  - (2) any applicable AD;
  - (3) applicable instructions for continuing airworthiness issued by the DAH; and
  - (4) any applicable data issued in accordance with 145.A.45(d).

**ML.A.402 Performance of maintenance**

- (a) Maintenance performed by approved maintenance organisations shall be in accordance with Part-M, Subpart F, Part-CAO or Part-145, as applicable.
- (b) For maintenance not performed in accordance with (a) above, the person performing maintenance shall:
  - (1) be qualified for the tasks performed, as required by this Part;
  - (2) ensure that the area in which maintenance is carried out is well organised and clean (no dirt/contamination);
  - (3) use the methods, techniques, standards and instructions specified in the ML.A.401 maintenance data;
  - (4) use the tools, equipment and material specified in the ML.A.401 maintenance data — if necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard;
  - (5) ensure that maintenance is performed within any environmental limitations specified in the ML.A.401 maintenance data;
  - (6) ensure that proper facilities are used in case of inclement weather or lengthy maintenance;
  - (7) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised;
  - (8) ensure that an error-capturing method is implemented after the performance of any critical maintenance task;
  - (9) perform a general verification after completion of maintenance 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; and

(10) ensure that all maintenance performed is properly recorded and documented.

### **ML.A.403 Aircraft defects**

- (a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.
- (b) The following persons may decide that a defect does not seriously hazard flight safety, and may defer it accordingly:
  - (1) the pilot may defer defects affecting non-required aircraft equipment;
  - (2) the pilot, when using the minimum equipment list, may defer defects affecting required aircraft equipment — otherwise, these defects may only be deferred by authorised certifying staff; and
  - (3) the pilot may defer defects other than those described in (b)(1) and (b)(2) above if all the following conditions are met:
    - (i) the aircraft is operated under Part-NCO; and
    - (ii) the pilot defers the defect with the agreement of the aircraft owner or, if applicable, of the contracted CAMO or CAO;otherwise, these defects may only be deferred by appropriately qualified certifying staff.
- (c) Any aircraft defect that does not seriously hazard flight safety shall be rectified as soon as practicable after the date the aircraft defect was first identified and within the limits specified in the maintenance data.
- (d) Any defect not rectified before flight shall be recorded in the ML.A.305 aircraft maintenance record system and a record shall be available to the pilot.

## SUBPART E

### *COMPONENTS*

### **ML.A.501 Installation**

- (a) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service using an EASA Form 1 or equivalent, and has been marked in accordance with Part-21, Subpart Q unless otherwise specified in Part-21, Part-M, Subpart F, Part-145 or Part-CAO.
- (b) Prior to installation of a component on an aircraft, the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modifications and/or AD configurations may be applicable.
- (c) Standard parts shall only be fitted to an aircraft or component when the maintenance data specifies those particular standard parts. Standard parts shall only be fitted when accompanied by evidence of conformity traceable to the applicable standard.

- (d) Raw or consumable material shall only be used on an aircraft or component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in Part-M, Subpart F, Part-145 or Part-CAO. Such material shall only be used when it meets the required material specification and has appropriate traceability. All material must be accompanied by documentation clearly relating to the particular material and containing a conformity-to-specification statement plus both the manufacturing and supplier source.
- (e) In the particular case of balloons, where different combinations of baskets, burners and fuel cylinders are possible for a particular envelope, the person installing them shall ensure that:
- (1) the basket, burner and/or fuel cylinders are eligible for installation according to the type certificate data sheet (TCDS) or other documents referred to in the TCDS; and
  - (2) the basket, burner and/or fuel cylinders are in serviceable condition and have the appropriate maintenance records.

**ML.A.502 Component maintenance**

- (a) Components accepted by the owner in accordance with 21.A.307(c) of Part-21 may be maintained by any person or organisation, subject to reacceptance by the owner under the conditions of 21.A.307(c). This maintenance is not eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements.
- (b) Components shall be released in accordance with the following table:

|   | <b>Released using an EASA Form 1</b>  | <b>Released at aircraft level per ML.A.801 (not possible to issue an EASA Form 1)</b> |
|---|---|---|
| <b>Components maintained in accordance with <u>component</u> maintenance data (data issued by the component manufacturer)</b> |   |   |
| <b>Maintenance other than overhaul</b>  | Engine-rated (for engine) or component-rated (for other components) maintenance organisations | — Aircraft-rated maintenance organisations; and/or<br>— independent certifying staff  |
| <b>Overhaul of components other than engines and propellers</b>   | Component-rated maintenance organisations   | Not possible  |
| <b>Overhaul of engines and propellers for CS-VLA, CS-22 and LSA aircraft</b>  | Engine-rated (for engine) or component-rated (for propeller) maintenance organisations        | — Aircraft-rated maintenance organisations; and/or<br>— independent certifying staff  |

|   |   |  |
|---|---|--|
| <b>Overhaul of engines and propellers for other than CS-VLA, CS-22 and LSA aircraft</b>                                     | Engine-rated (for engine) or component-rated (for propeller) maintenance organisations        | Not possible   |
| <b>Components maintained in accordance with <u>aircraft</u> maintenance data (data issued by the aircraft manufacturer)</b> |   |  |
| <b>All components and all types of maintenance</b>  | Engine-rated (for engine) or component-rated (for other components) maintenance organisations | — Aircraft-rated maintenance organisations; and/or<br>— independent certifying staff |

**ML.A.503 Service-life-limited components**

- (a) Installed service-life-limited components shall not exceed the approved service life limit as specified in the AMP and ADs, except as provided for in ML.A.504(c).
- (b) The approved service life is expressed in calendar time, flight hours, landings or cycles, as appropriate.
- (c) At the end of the approved service life, the component must be removed from the aircraft for maintenance, or for disposal in the case of components with a certified life limit.

**ML.A.504 Control of unserviceable components**

- (a) A component shall be considered unserviceable in any one of the following circumstances:
  - (1) expiry of the component’s service life limit as defined in the AMP;
  - (2) non-compliance with the applicable ADs and other continued-airworthiness requirement mandated by the Agency;
  - (3) absence of the necessary information to determine the airworthiness status of the component or its eligibility for installation;
  - (4) evidence of component defects or malfunctions; and
  - (5) component involvement in an incident or accident likely to affect its serviceability.
- (b) Unserviceable components:
  - (1) shall be identified as unserviceable and stored in a secure location under the control of an approved maintenance organisation or independent certifying staff until a decision is made on the future status of such components; or

- (2) shall be identified as unserviceable by the person or organisation that declared the component unserviceable, and its custody shall be transferred to the aircraft owner after documenting such transfer in the ML.A.305 aircraft maintenance record system.
- (c) Components which have reached their certified life limit or contain a non-repairable defect or malfunction shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system unless certified life limits have been extended or a repair solution has been approved according to ML.A.304.
- (d) Any person or organisation accountable under this Part shall in the case of an unsalvageable component as described in (c) above:
  - (1) retain such component in a location as described in (b) above; or
  - (2) arrange for the component to be mutilated in a manner that ensures that it is beyond economic salvage or repair before relinquishing responsibility for such a component.
- (e) Notwithstanding (d) above, a person or organisation accountable under this Part may transfer responsibility of components classified as unsalvageable without mutilation to an organisation for training or research.

## SUBPART H

### *CERTIFICATE OF RELEASE TO SERVICE (CRS)*

#### **ML.A.801 Aircraft certificate of release to service**

- (a) A CRS shall be issued at the completion of any maintenance carried out on an aircraft.
- (b) The CRS shall only be issued when satisfied that all maintenance required has been properly carried out by:
  - (1) appropriate certifying staff on behalf of the approved maintenance organisation; or
  - (2) independent certifying staff; or
  - (3) the pilot- owner in compliance with ML.A.803.
- (c) By derogation from (b) above, 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 according to the standards set out in Subpart D of this Part and release the aircraft. The owner shall in that case:
  - (1) obtain and keep in the aircraft records, details of all the work carried out and of the qualifications held by the person issuing the certification; and
  - (2) ensure that any such maintenance is rechecked and released in accordance with ML.A.801(b) at the earliest opportunity and within a period not exceeding 7 days or, in the case of aircraft operated under Part-NCO, within a period not exceeding 30 days; and



- (3) notify the contracted CAMO or CAO, or the competent authority in the absence of such a contract, within 7 days of the issuance of such a certification authorisation.
- (d) In the case of a release to service in accordance with ML.A.801(b)(1) or (b)(2), the certifying staff may be assisted in the execution of the maintenance tasks by one or more persons subject to their direct and continuous control;
- (e) A CRS shall contain as a minimum:
  - (1) basic details of the maintenance carried out; and
  - (2) the date such maintenance was completed; and
  - (3) the identity of the organisation and/or person issuing the release to service, including:
    - (i) the approval reference of the maintenance organisation and certifying staff issuing such a certificate; or
    - (ii) in the case of ML.A.801(b)(2) certificate of release to service, the identity and, if applicable, licence number of the independent certifying staff issuing such a certificate; and
  - (4) the limitations to airworthiness or operations, if any.
- (f) By derogation from (b) above and notwithstanding the requirements of (g) below, when the maintenance prescribed cannot be completed, a CRS may be issued within the approved aircraft limitations. Such a fact, together with any applicable limitations of airworthiness or operations, shall be entered in the aircraft CRS before its issuance as part of the information required in (e)(4) above.
- (g) A CRS shall not be issued in the case of any known non-compliance which endangers flight safety.

#### **ML.A.802 Component certificate of release to service**

- (a) A CRS shall be issued at the completion of any maintenance carried out on an aircraft component in accordance with ML.A.502.
- (b) The authorised release certificate identified as EASA Form 1 and referred to in Part-M, Appendix II, constitutes the component CRS except when such maintenance is released at aircraft level, as indicated in ML.A.502(b).

#### **ML.A.803 Pilot-owner authorisation**

- (a) To qualify as a pilot-owner, the person must:
  - (1) hold a valid pilot licence (or equivalent) issued or validated by a Member State for the aircraft type or class rating; and
  - (2) own the aircraft, either as sole or joint owner; that owner must be:
    - (i) one of the natural persons on the registration form; or

- (ii) a member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator; that member must be directly involved in the decision-making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance.
- (b) For aircraft operated under Part-NCO, the pilot-owner may issue a CRS after limited Pilot-owner maintenance as specified in Appendix II to this Part.
- (c) The CRS shall be entered in the logbooks and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed, as well as the identity, the signature and the pilot licence (or equivalent) number of the pilot-owner issuing such a certificate.

## SUBPART I

### *AIRWORTHINESS REVIEW CERTIFICATE (ARC)*

#### **ML.A.901 Aircraft airworthiness review**

To ensure the validity of the ARC, an airworthiness review of the aircraft and a review of its continuing-airworthiness records shall be carried out periodically.

- (a) An ARC valid for 1 year, using the EASA Form 15c described in Appendix IV to this Part, is issued upon completion of a satisfactory airworthiness review.
- (b) The airworthiness review and the issuance of the ARC shall be performed in accordance with ML.A.903 by:
  - (1) the competent authority; or
  - (2) an appropriately approved CAMO or CAO; or
  - (3) the approved maintenance organisation performing the 100-h/annual inspection contained in the AMP; or
  - (4) for aircraft operated under Part-NCO, the independent certifying staff performing the 100-h/annual inspection contained in the AMP, when holding:
    - (i) a Part-66 licence rated for the corresponding aircraft or, if Part-66 is not applicable to the particular aircraft, a national certifying-staff qualification valid for that aircraft; and
    - (ii) an authorisation issued by:
      - (A) the competent authority who issued the Part-66 licence, or
      - (B) if Part-66 is not applicable, the competent authority responsible for the national certifying-staff qualification.

Independent certifying staff holding a Part-66 licence can perform airworthiness reviews and issue the ARC for aircraft registered in any Member State. However, independent certifying staff holding a national qualification can only perform

airworthiness reviews and issue the ARC for aircraft registered in the Member State responsible for the national qualification.

ARCs issued by independent certifying staff holding a national qualification do not benefit from mutual recognition when transferring the aircraft to another Member State.

Whenever circumstances reveal the existence of a potential safety threat, the competent authority shall carry out the airworthiness review and issue the ARC itself.

- (c) The validity of an ARC can be extended a maximum of 2 consecutive times, for a period of 1 year each time, by an appropriately approved CAMO or CAO, subject to the following conditions:
- (1) the aircraft has been continuously managed for the previous 12 months by this CAMO or CAO; and
  - (2) the aircraft has been maintained for the previous 12 months by approved maintenance organisations; this includes Pilot-owner maintenance tasks carried out and released to service either by the pilot-owner or by independent certifying staff; and
  - (3) the CAMO or CAO does not have evidence or reason to believe that the aircraft is not airworthy.

This extension by the CAMO or CAO is possible regardless of which staff/organisation, as described in (b) above, initially issued the ARC.

- (d) By derogation from (c) above, the extension of the ARC can be anticipated for a maximum period of 30 days, without loss of continuity of the airworthiness review pattern, to ensure the availability of the aircraft in order to place the original ARC on board.
- (e) When the competent authority carries out the airworthiness review and issues the ARC itself, the owner shall provide the competent authority with:
- (1) the documentation required by the competent authority; and
  - (2) suitable accommodation at the appropriate location for its personnel; and
  - (3) when necessary, the support of appropriate certifying staff.

#### **ML.A.902 Validity of the airworthiness review certificate**

- (a) An ARC becomes invalid if:
- (1) suspended or revoked; or
  - (2) the airworthiness certificate is suspended or revoked; or
  - (3) the aircraft is not on the aircraft register of a Member State; or
  - (4) the type certificate under which the airworthiness certificate was issued is suspended or revoked.
- (b) An aircraft must not fly if the ARC is invalid or if:

- (1) the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this Part; or
  - (2) the aircraft does not remain in conformity with the type design approved by the Agency; or
  - (3) the aircraft has been operated beyond the limitations of the approved flight manual or airworthiness certificate, without appropriate action being taken; or
  - (4) the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or
  - (5) a modification or repair to the aircraft or any component fitted to the aircraft is not in compliance with Part-21.
- (c) Upon surrender or revocation, the ARC shall be returned to the competent authority.

**ML.A.903 Airworthiness review process**

- (a) To satisfy the requirement for the airworthiness review of an aircraft referred to in ML.A.901, the airworthiness review staff shall perform a documented review of the aircraft records in order to be satisfied that:
- (1) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded; and
  - (2) the flight manual is applicable to the aircraft configuration and reflects the latest revision status; and
  - (3) all the maintenance due on the aircraft according to the AMP has been carried out; and
  - (4) all known defects have been corrected or carried forward in a controlled manner; and
  - (5) all applicable ADs have been applied and properly registered; and
  - (6) all modifications and repairs made to the aircraft have been registered and are in compliance with Part-21; and
  - (7) all service-life-limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit; and
  - (8) all maintenance has been released in accordance with this Part; and
  - (9) if required, the current mass-and-balance statement reflects the configuration of the aircraft and is valid; and
  - (10) the aircraft complies with the latest revision of its type design approved by the Agency; and
  - (11) if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Part-21, Subpart I.
- (b) The airworthiness review staff referred to in (a) above shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified under Part-66 shall be assisted by such qualified personnel.

- (c) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:
  - (1) all required markings and placards are properly installed; and
  - (2) the aircraft complies with its approved flight manual; and
  - (3) the aircraft configuration complies with the approved documentation; and
  - (4) no evident defect can be found that has not been addressed according to ML.A.403; and
  - (5) no inconsistencies can be found between the aircraft and the documented review of records as described in (a) above.
- (d) By derogation from ML.A.901(a), the airworthiness review can be anticipated for a maximum period of 90 days, without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during a maintenance check.
- (e) The ARC (EASA Form 15c) referred to in Appendix IV to this Part can only be issued:
  - (1) by appropriately authorised airworthiness review staff; and
  - (2) when satisfied that the airworthiness review has been completely carried out, all findings have been closed, and there is no non-compliance which is known to endanger flight safety; and
  - (3) when any discrepancy found in the AMP in accordance with (h) below has been satisfactorily addressed.
- (f) A copy of any ARC issued or extended for an aircraft shall be sent to the Member State of registry of that aircraft within 10 days.
- (g) Airworthiness review tasks shall not be subcontracted.
- (h) The AMP shall be reviewed in conjunction with the airworthiness review. This review shall be completed by the person who performed the airworthiness review. If the review shows deficiencies on 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 in those cases where they do not agree with the measures taken by the owner, CAMO or CAO in order to amend the AMP, and the competent authority shall decide which amendments to the AMP are necessary, raising the corresponding findings and, if necessary, reacting in accordance with ML.B.304.

#### **ML.A.904 Qualification of airworthiness review staff**

- (a) Airworthiness review staff acting on behalf of the competent authority shall be qualified in accordance with ML.B.902.
- (b) Airworthiness review staff acting on behalf of a Part-M, Subpart F, Part-145, Part-CAMO or Part-CAO organisation shall be qualified in accordance with Part-M, Subpart F, Part-145, Part-CAMO or Part-CAO, respectively.
- (c) Airworthiness review staff acting on their own behalf, as permitted by ML.A.901(b)(4), shall:

- (1) hold a Part-66 licence rated for the corresponding aircraft or, if Part-66 is not applicable to the particular aircraft, hold a national certifying-staff qualification valid for that aircraft; and
  - (2) hold an authorisation issued by:
    - (i) the competent authority who issued the Part-66 licence; or
    - (ii) if Part-66 is not applicable, the competent authority responsible for the national certifying-staff qualification.
- (d) The authorisation required under (c)(2) above shall be issued by the competent authority when:
- (1) the competent authority has assessed that the person has the knowledge of the parts of Part-ML relevant to continuing-airworthiness management, performance of airworthiness reviews and issuance of ARCs; and
  - (2) the person has satisfactorily performed an airworthiness review under the supervision of the competent authority.

This authorisation shall remain valid for a duration of 5 years as long as the holder has performed at least 1 airworthiness review in every 12-month period. If this is not the case, a new airworthiness review shall be satisfactorily performed under the supervision of the competent authority.

Upon expiration of its validity, the authorisation shall be renewed for another 5 years subject to a new compliance with (d)(1) and (d)(2) above. There is no limit to the number of renewals to be reissued.

The holder of the authorisation shall keep records of all the airworthiness reviews performed and shall make them available, upon request, to any competent authority and to any aircraft owner for whom they are performing an airworthiness review.

This authorisation may be revoked by the competent authority at any time if not satisfied with the competence of the holder or with the use of such an authorisation.

#### **ML.A.905 Transfer of aircraft registration within the EU**

- (a) When transferring an aircraft registration within the EU, the applicant shall:
  - (1) inform the former Member State in which Member State the aircraft will be registered; and
  - (2) then apply to the new Member State for the issuance of a new airworthiness certificate in accordance with Part-21.
- (b) Notwithstanding ML.A.902(a)(3), the former ARC shall remain valid until its expiry date except when the ARC was issued by independent certifying staff holding a national certifying-staff qualification in accordance with ML.A.901(b)(4), in which case, ML.A.906 shall apply.

- (c) Notwithstanding (a) and (b) above, in those cases where the aircraft was in a non-airworthy condition in the former Member State or where the airworthiness status of the aircraft cannot be determined using the existing records, the provisions of ML.A.906 shall apply.

**ML.A.906 Airworthiness review of aircraft imported into the EU**

- (a) When importing an aircraft from a third country onto a Member State register, the applicant shall:
  - (1) apply to the Member State of registry for the issuance of a new airworthiness certificate in accordance with Part-21; and
  - (2) for aircraft other than new, have an airworthiness review carried out satisfactorily in accordance with ML.A.901; and
  - (3) have all maintenance carried out to comply with the approved or declared AMP.
- (b) When satisfied that the aircraft is in compliance with the relevant requirements, the competent authority, the CAMO or CAO, the maintenance organisation or the independent certifying staff performing the airworthiness review, as described in ML.A.901(b), shall issue an ARC and shall submit a copy to the Member State of registry.
- (c) The owner shall allow access to the aircraft for inspection by the Member State of registry.
- (d) A new airworthiness certificate will be issued by the Member State of registry when it is satisfied that the aircraft complies with Part-21.

**ML.A.907 Findings**

- (a) A Level 1 finding is any significant non-compliance with Part-ML requirements which lowers the safety standard and seriously hazards flight safety.
- (b) A Level 2 finding is any non-compliance with Part-ML requirements which could lower the safety standard and possibly hazard flight safety.
- (c) After receipt of notification of findings according to ML.B.903, the person or organisation, accountable as per ML.A.201, shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority, including appropriate corrective action to prevent reoccurrence of the finding and its root cause.

*SECTION B*  
**PROCEDURE FOR COMPETENT AUTHORITIES**

SUBPART A

*GENERAL*

**ML.B.101 Scope**

This Section establishes the administrative requirements to be followed by the competent authorities in charge of the implementation and enforcement of Section A of this Part.

**ML.B.102 Competent authority**

(a) General

A Member State shall designate a competent authority with allocated responsibilities for the issuance, continuation, change, suspension or revocation of certificates and for the oversight of continuing airworthiness. This competent authority shall establish documented procedures and an organisational structure.

(b) Resources

The number of staff shall be appropriate to satisfy the requirements detailed in this Section.

(c) Qualification and training

All staff involved in Part-ML activities shall be appropriately qualified and have appropriate knowledge, experience, initial and continuation training to perform their allocated tasks.

(d) Procedures

The competent authority shall establish procedures detailing how compliance with this Part is achieved.

The procedures shall be reviewed and amended to ensure continued compliance.

**ML.B.104 Record-keeping**

(a) The competent authority shall establish a system of record-keeping that allows adequate traceability of the process for issuing, continuing, changing, suspending or revoking each certificate and authorisation.

(b) The records for the oversight of each aircraft shall include, as a minimum, a copy of:

- (1) the aircraft certificate of airworthiness;
- (2) ARCs;
- (3) reports from the airworthiness reviews carried out directly by the Member State;
- (4) all relevant correspondence relating to the aircraft;
- (5) details of any exemption and enforcement action(s); and



- (6) any document approved by the competent authority pursuant to Part-ML or Regulation (EU) No 965/2012.
- (c) The records specified in (b) above shall be retained until 2 years after the aircraft has been permanently withdrawn from service.
- (d) All records specified in ML.B.104 shall be made available to any other Member State or the Agency upon their request.

#### **ML.B.105 Mutual exchange of information**

- (a) In order to contribute to the improvement of aviation safety, the competent authorities shall participate in a mutual exchange of all the necessary information in accordance with Article 15 of Regulation (EC) No 216/2008.
- (b) Without prejudice to the competences of the Member States, in the case of a potential safety threat involving several Member States, the competent authorities concerned shall assist each other in carrying out the necessary oversight action.

### SUBPART B

#### *ACCOUNTABILITY*

#### **ML.B.201 Responsibilities**

The competent authority, as specified in ML.1, is responsible for conducting inspections and investigations in order to verify that the requirements of this Part are complied with.

### SUBPART C

#### *CONTINUING AIRWORTHINESS*

#### **ML.B.302 Exemptions**

All exemptions granted in accordance with Article 14(4) of Regulation (EC) No 216/2008 shall be recorded and retained by the competent authority.

#### **ML.B.303 Aircraft continuing-airworthiness monitoring**

- (a) The competent authority shall develop a survey programme following a risk-based approach to monitor the airworthiness status of the fleet of aircraft on its register.
- (b) The survey programme shall include sample product surveys of aircraft and shall cover all aspects of airworthiness key risk elements.
- (c) The product survey shall sample the airworthiness standards achieved, on the basis of the applicable requirements, and identify any findings.
- (d) Any findings identified shall be categorised based on the requirements of this Part as well as confirmed in writing to the person or organisation accountable according to ML.A.201. The

competent authority shall have a process in place to analyse findings as for their safety significance.

- (e) The competent authority shall record all findings and closure actions.
- (f) If during aircraft surveys, evidence is found showing non-compliance with Part or with any other Part, the finding shall be dealt with as prescribed by the relevant Part.
- (g) If so required to ensure appropriate enforcement action, the competent authority shall exchange information on non-compliances identified in accordance with (f) above with other competent authorities.

#### **ML.B.304 Revocation, suspension and limitation**

The competent authority shall:

- (a) suspend an ARC on reasonable grounds in the case of a potential safety threat; or
- (b) suspend or revoke an ARC pursuant to ML.B.903(a).

The competent authority who issued the ML.A.904(c) airworthiness review authorisation for independent certifying staff shall revoke such authorisation if not satisfied with the competence of the holder or with the use of such authorisation.

### SUBPART I

#### *AIRWORTHINESS REVIEW CERTIFICATE (ARC)*

#### **ML.B.902 Airworthiness review by the competent authority**

- (a) When the competent authority carries out the airworthiness review and issues the ARC (EASA Form 15c, as in Appendix IV to this Part), the competent authority shall carry out an airworthiness review in accordance with ML.A.903.
- (b) The competent authority shall have appropriate airworthiness review staff to carry out the airworthiness reviews. These staff shall have acquired:
  - (1) at least 3 years of experience in continuing airworthiness; and
  - (2) an appropriate licence in compliance with Part-66 or a nationally-recognised maintenance personnel qualification appropriate to the aircraft category (when Article 5(6) of Regulation (EU) No 1321/2014 refers to national rules) or an aeronautical degree or equivalent; and
  - (3) appropriate aeronautical-maintenance training; and
  - (4) a position with appropriate responsibilities.

Notwithstanding (1) to (4) above, the requirement of ML.B.902(b)(2) may be replaced by 4 years of experience in continuing airworthiness in addition to those already required by ML.B.902(b)(1).

- (c) The competent authority 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.
- (d) During the performance of the airworthiness review, the competent authority shall have access to the applicable data as specified in ML.A.305, ML.A.306 and ML.A.401.
- (e) The staff that carries out the airworthiness review shall issue an EASA Form 15c after satisfactory completion of the airworthiness review.
- (f) Whenever circumstances reveal the existence of a potential safety threat, the competent authority shall carry out the airworthiness review and issue the ARC itself.

### **ML.B.903 Findings**

If during aircraft surveys or by other means, evidence is found showing non-compliance to a Part-ML requirement, the competent authority shall take the following actions:

- (a) for Level 1 findings, the competent authority shall require appropriate corrective action to be taken before further flight, and immediate action shall be taken by the competent authority to revoke or suspend the ARC; and
- (b) for Level 2 findings, the corrective action required by the competent authority shall be appropriate to the nature of the finding.

## Appendix I

### **Continuing-airworthiness management contract**

- (a) When an owner contracts a CAMO or CAO in accordance with ML.A.201 to carry out continuing-airworthiness management tasks, upon request by the competent authority, a copy of the contract shall be sent by the owner to the competent authority of the Member State of registry once the contract has been signed by both parties.
- (b) The contract shall be developed taking into account the requirements of Part ML, and shall define the obligations of the signatories in relation to the continuing airworthiness of the aircraft.
- (c) It shall contain, as a minimum:
  - (1) the aircraft registration, type and serial number;
  - (2) the aircraft owner's or registered lessee's name or company details including the address;
  - (3) details of the contracted CAMO or CAO, including the address; and
  - (4) the type of operation.
- (d) It shall state the following:

‘The owner entrusts to the approved organisation the management of the continuing airworthiness of the aircraft, the development and approval of a maintenance programme, and the organisation of the maintenance of the aircraft according to said maintenance programme.

According to the present contract, both signatories undertake to follow the respective obligations of this contract.

The owner declares, to the best of their belief, that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate, and that the aircraft will not be altered without prior approval of the approved organisation.

In case of any non-conformity with this contract, by either of the signatories, the contract is nullified. In such a case, the owner will retain full responsibility for every task linked with the continuing airworthiness of the aircraft, and the owner will undertake to inform the competent authority(ies) of the Member State of registry within 2 full weeks.’

(e) When an owner contracts a CAMO or CAO in accordance with ML.A.201, the obligations of each party shall be shared as follows:

**(1) Obligations of the approved organisation (CAMO or CAO).** They shall:

- (i) have the aircraft type in the scope of their approval;
- (ii) respect the conditions listed below in order to maintain the continuing airworthiness of the aircraft:
  - (A) develop and approve the AMP for the aircraft;
  - (B) once it has been approved, provide the owner with a copy of the AMP, as well as a copy of the justifications for any deviations from the DAH’s recommendations;
  - (C) organise a bridging inspection using the aircraft’s prior AMP;
  - (D) organise that all maintenance is carried out by an approved maintenance organisation or, if permitted, by independent certifying staff;
  - (E) organise that all applicable ADs are applied;
  - (F) organise that all defects discovered during maintenance, airworthiness reviews or reported by the owner are corrected by an approved maintenance organisation or, if permitted, by independent certifying staff;
  - (G) coordinate scheduled maintenance, the application of ADs, the replacement of service-life-limited parts, and component inspection requirements;
  - (H) inform the owner each time the aircraft must be brought to an approved maintenance organisation or, if permitted, to independent certifying staff; and
  - (I) manage and archive all technical records;
- (iii) organise the approval of any modification to the aircraft in accordance with Part-21 before this modification is embodied;

- (iv) organise the approval of any repair to the aircraft in accordance with Part-21 before this repair is carried out;
- (v) inform the competent authority of the Member State of registry whenever the aircraft is not presented by the owner for maintenance as requested by the contracted CAMO or CAO;
- (vi) inform the competent authority of the Member State of registry whenever the present contract has not been respected;
- (vii) ensure that the airworthiness review of the aircraft is carried out, when necessary, and ensure that the ARC is issued;
- (viii) send within 10 days a copy of any ARC issued or extended to the competent authority of the Member State of registry;
- (ix) carry out all occurrence reporting mandated by applicable regulations; and
- (x) inform the competent authority of the Member State of registry whenever the present contract is denounced by either party.

**(2) Obligations of the owner.** They shall:

- (i) have a general understanding of the AMP;
- (ii) have a general understanding of Part-ML;
- (iii) present the aircraft for maintenance as directed by the contracted CAMO or CAO;
- (iv) not modify the aircraft without first consulting the contracted CAMO or CAO;
- (v) inform the contracted CAMO or CAO of all maintenance exceptionally carried out without the knowledge and control of the contracted CAMO or CAO;
- (vi) report to the contracted CAMO or CAO through the logbook all defects found during operations;
- (vii) inform the competent authority of the Member State of registry whenever the present contract is denounced by either party;
- (viii) inform the competent authority of the Member State of registry and the contracted CAMO or CAO whenever the aircraft is sold;
- (ix) carry out all occurrence reporting mandated by applicable regulations;
- (x) inform on a regular basis the contracted CAMO or CAO about the aircraft flying-hours and any other utilisation data, as agreed with the contracted CAMO or CAO;
- (xi) enter the CRS in the logbooks, as mentioned in ML.A.803(c), when performing pilot-owner maintenance; and
- (xii) inform the contracted CAMO or CAO no later than 30 days after completion of any Pilot-owner maintenance task.

## Appendix II

### Limited Pilot-owner maintenance

In addition to the requirements laid down in this Part-ML, the following basic principles shall be complied with before any maintenance task is carried out by the Pilot-owner:

#### (a) Competence and responsibility

- (1) The pilot-owner is always responsible for any maintenance that they perform.
- (2) Before carrying out any Pilot-owner maintenance tasks, the pilot-owner must satisfy themselves that they are competent to perform the task. It is the responsibility of pilot-owners to familiarise themselves with the standard maintenance practices for their aircraft and with the AMP. If the Pilot-owner is not competent for the maintenance task to be carried out, the maintenance cannot be released by the Pilot-owner.

#### (b) Tasks

The Pilot-owner may carry out simple visual inspections or operations in order to check the airframe, engines, systems and components for general condition, obvious damage and normal operation.

Maintenance tasks shall not be released by the pilot-owner when the maintenance task:

- (1) is a critical maintenance task; and/or
- (2) requires the removal of major components or a major assembly; and/or
- (3) is carried out in compliance with an AD or an airworthiness limitation item (ALI) unless specifically allowed in the AD or the ALI; and/or
- (4) requires the use of special tools and/or calibrated tools (except for torque wrench and crimping tool); and/or
- (5) requires the use of test equipment or special testing (e.g. non-destructive testing (NDT), system tests or operational checks for avionics equipment); and/or
- (6) is composed of any unscheduled special inspections (e.g. heavy-landing check); and/or
- (7) affects systems essential for the instrumental flight rules (IFR) operations; and/or
- (8) is a complex maintenance task in accordance with Appendix III to this Part, or is a component maintenance task in accordance with ML.A.502(a) or (b); and/or
- (9) is part of the 100-h/annual check (for those cases where said check is combined with the airworthiness review performed by maintenance organisations or independent certifying staff).

The above-mentioned criteria (1) to (9) cannot be overridden by less restrictive instructions issued in accordance with the ML.A.302 AMP.

Any task described in the aircraft flight manual (or other operational manuals), as for example preparing the aircraft for flight (assembling the sailplane wings, or performing a preflight

inspection, or assembling a basket, burner, fuel cylinders and an envelope combination for a balloon, etc.), is not considered a maintenance task and, therefore, does not require a CRS. Nevertheless, the person assembling those parts is responsible for ensuring that they are eligible for installation and in a serviceable condition.

**(c) Performance and records of the pilot-owner maintenance tasks**

The maintenance data, as specified in ML.A.401, must always be available during the conduct of Pilot-owner maintenance and must be complied with. Details of the data referred to in the conduct of Pilot-owner maintenance must be included in the CRS in accordance with ML.A.803(d).

The pilot-owner must inform the contracted CAMO or CAO (if such contract exists) no later than 30 days after completion of the Pilot-owner maintenance tasks in accordance with ML.A.305(a).

Appendix III

**Complex maintenance tasks not to be released by the pilot-owner**

The following constitutes the complex maintenance tasks which, according to Appendix II to this Part, cannot be performed by the pilot-owner. These tasks shall be released either by approved maintenance organisations or by independent certifying staff:

- (a) the modification, repair or replacement by riveting, bonding, laminating, or welding of any of the following airframe parts:
  - (1) a box beam;
  - (2) a wing stringer or chord member;
  - (3) a spar;
  - (4) a spar flange;
  - (5) a member of a truss type beam;
  - (6) the web of a beam;
  - (7) a keel or chine member of a flying boat hull or a float;
  - (8) a corrugated sheet compression member in a wing or tail surface;
  - (9) a wing main rib;
  - (10) a wing or tail surface brace strut;
  - (11) an engine mount;
  - (12) a fuselage longeron or frame;
  - (13) a member of a side truss, horizontal truss or bulkhead;
  - (14) a seat support brace or bracket;
  - (15) a seat rail replacement;

- (16) a landing-gear strut or brace strut;
  - (17) an axle;
  - (18) a wheel; and
  - (19) a ski or ski pedestal, excluding the replacement of a low-friction coating;
- (b) the modification or repair of any of the following parts:
- (1) aircraft skin or the skin of an aircraft float if the work requires the use of a support, jig or fixture;
  - (2) aircraft skin that is subject to pressurisation loads if the damage to the skin measures more than 15 cm (6 in.) in any direction;
  - (3) a load-bearing part of a control system, including a control column, pedal, shaft, quadrant, bell crank, torque tube, control horn and forged or cast bracket, but excluding:
    - (i) the swaging of a repair splice or cable fitting; and
    - (ii) the replacement of a push-pull tube end fitting that is attached by riveting; and
  - (4) any other structure not listed in (a) above that a manufacturer has identified as primary structure in their maintenance manual, structural repair manual or instructions for continuing airworthiness;
- (c) the performance of the following maintenance on a piston engine:
- (1) dismantling and subsequent reassembling of a piston engine other than:
    - (i) to obtain access to the piston/cylinder assemblies; or
    - (ii) to remove the rear accessory cover to inspect and/or replace oil pump assemblies, where such work does not involve the removal and refitment of internal gears;
  - (2) dismantling and subsequent reassembling of reduction gears;
  - (3) welding and brazing of joints, other-than-minor weld repairs to exhaust units carried out by a suitably approved or authorised welder but excluding component replacement; and
  - (4) the disturbing of individual parts of units which are supplied as bench-tested units except for the replacement or adjustment of items normally replaceable or adjustable in service;
- (d) the balancing of a propeller, except:
- (1) for the certification of static balancing where required by the maintenance manual; and
  - (2) dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data; and
- (e) any additional task that requires:
- (1) specialised tooling, equipment or facilities; or
  - (2) significant coordination procedures because of the extensive duration of the tasks and the involvement of several persons.



Appendix IV

**Airworthiness review certificate (EASA Form 15c)**

NOTE: persons and organisations performing the airworthiness review in combination with the 100-h/annual inspection may use the reverse side of this form in order to issue the ML.A.801 CRS corresponding to the 100-h/annual inspection.

**AIRWORTHINESS REVIEW CERTIFICATE (ARC) (for aircraft complying with Part-ML)**

ARC reference: .....

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council:

[NAME OF THE COMPETENT AUTHORITY]

or

[NAME OF APPROVED ORGANISATION, ADDRESS and APPROVAL REFERENCE]

or

[FULL NAME OF THE CERTIFYING STAFF AND PART-66 LICENCE NUMBER (OR NATIONAL EQUIVALENT)]

hereby certifies that it has performed an airworthiness review in accordance with Regulation (EU) No 1321/2014 on the following aircraft:

Aircraft manufacturer:.....Manufacturer's designation:.....

Aircraft registration:.....Aircraft serial number:.....

and this aircraft is considered airworthy at the time of the review.

Date of issue: .....Date of expiry: .....

Airframe flight hours (FH) at date of review (\*): .....

Signed: .....Authorisation No (if applicable): .....

1st Extension: the aircraft complies with the conditions of ML.A.901(c) of Part-ML.

Date of issue: .....Date of expiry: .....

Airframe flight hours (FH) at date of issue (\*): .....

Signed: .....Authorisation No: .....

Company name: .....Approval reference: .....

2nd Extension: the aircraft complies with the conditions of ML.A.901(c) of Part-ML.

Date of issue: .....Date of expiry: .....

Airframe flight hours (FH) at date of issue (\*): .....

Signed: .....Authorisation No: .....

Company name: .....Approval reference: .....

(\*) except for balloons and airships