

Part M in the United Kingdom



What it means for owners and operators!

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Objectives

To provide attendees with an overview of changes brought about by:-

- EC regulations
- Part M
- Non expiring Airworthiness Certificate (CofA)
- Airworthiness Review Certificates (ARC)



Applicability of Part M

EASA Aircraft - Aircraft that are subject to regulation of airworthiness by EASA under Regulation (EC) No. 1592/2002

Non-EASA Aircraft - Aircraft that remain subject to regulation of airworthiness at a national level.

In addition, any individual aircraft engaged in **military, police, customs or similar services** remains subject to national regulation, even if other aircraft of the same type, that are not engaged in such activities, are subject to regulation by EASA; (reference: Article 1 of Regulation (EC) No. 1592/2002).

Reference: **CAP 747, Section 1 General Information, Part 1**

Part M – Section A

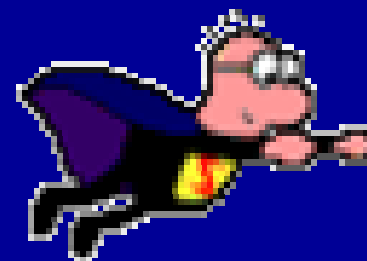
- Subpart A – General – M.A.101
- Subpart B – Accountability – M.A.201
- Subpart C – Continuing Airworthiness – M.A.301
- Subpart D – Maintenance Standards – M.A.401
- Subpart E – Components – M.A.501
- **Subpart F – Maintenance Organisation – M.A.601**
- **Subpart G – Continuing Airworthiness Management Organisation – M.A.701**
- Subpart H – Certificate of Release to Service (CRS) – M.A.801
- **Subpart I – Airworthiness Review Certificate - M.A.901**

Part M – Section B

This section establishes the administrative requirements to be followed by the competent authorities in charge of the application and the enforcement of section A of this part

In the United Kingdom the competent authority is the:

Civil Aviation Authority



The Main Issues for Aircraft and Owners

- If you are not in compliance with EASA Regulations by 28th September 2008 you may run the risk of your aircraft being grounded.
- New organisation approvals are required to be in place to support the following changes:-
 - Maintenance can only be undertaken by organisations/individuals approved or licensed as outlined in Part M.Subpart F, Part 145, Part 66
 - There is a new organisation approval – Ref: Part M Subpart G – for Continuing Airworthiness Management.

Part M Subpart B Accountability

M.A.201 – Responsibilities

The owner is responsible for the continuing airworthiness of an aircraft (and its components) and shall ensure that no flight takes place unless the aircraft is in compliance with M.A. 201(a).



Certificate of Airworthiness (CofA)

- With effect from **28th September 2008** every EU member state must be in full compliance with EASA Parts 21, 145, 66, 147 and M.
- With regard to the C of A this means that we must change from our current style of expiring document to the EASA Part 21 Subpart H non-expiring version.
- The non-expiring CofA is validated by the issuance of an Airworthiness Review Certificate (ARC).

The Main Issues for Aircraft Designated as “EASA Aircraft”

- The non expiring CofA must be validated by an Airworthiness Review Certificate (ARC) either annually or 3 yearly.
- For the 3 yearly ARC, aircraft must be within a “controlled environment”.

The Controlled Environment

- The continuing airworthiness of an aircraft is continuously managed by an appropriately approved and contracted Part M Subpart G Organisation for a minimum of 12 months, and
- Is maintained by an appropriately approved Maintenance Organisation. (**Part 145 or Part M, Subpart F**)
- Can include Pilot/Owner maintenance and maintenance carried out by a Part 66 licenced engineer but limited to the tasks contained in Appendix VIII

Result of an Aircraft being within a Controlled Environment

- The approved Part M Subpart G organisation (with ARC privileges) can issue a 3 year ARC and extend it twice, on an annual basis, (**without direct CAA involvement**).
- The extension must include a documented “verification” that the aircraft remains airworthy and a copy of the issued or revalidated ARC has been sent to CAA within 10 days.

The Uncontrolled Environment

- The continuing airworthiness of an aircraft is managed by an owner or operator i.a.w. with Part M Subpart C
- The aircraft is maintained by an appropriately Part 66 Licenced Aircraft Engineer, except for “**complex tasks**” which can only be certified by a Subpart F or Part 145 approved organisation

Result of an Aircraft **NOT** being within a Controlled Environment

- The owner operator **must** contract the services of a Part M Subpart G organisation once every 12 months.
- The Part M Subpart G organisation must conduct a **full** Airworthiness Review (including a physical survey) and when satisfied that the aircraft is airworthy make a recommendation to CAA for the issue of an ARC

Part M Approved Maintenance Providers

EASA Part 145

- Commercial Air Transport (CAT) aircraft (any weight)
- CAT helicopters
- Non-CAT aircraft (any weight)
- Components for above aircraft

EASA Part M Subpart F

- Non-CAT aircraft 5,700Kg MTOW and below
- Non-CAT single engine helicopters
- Components for above Non-CAT aircraft

EASA Part 66 LAE (outside of an approved organisation)

- Non-CAT aircraft below 5,700Kg MTOW
- Non-CAT single engine helicopters

Part M Subpart F – Approved Maintenance Organisation

- This maintenance approval is only applicable for non commercial aircraft, **5700kgs** and below, and single engine helicopters.
- Aircraft maintained by a Subpart F organisation can qualify as the maintenance provider within a “**controlled environment**”.
- This approval can also be used for component maintenance for fitment to the non commercial air transport aircraft above.

Transition to the New Non-Expiring Certificate of Airworthiness (CofA)

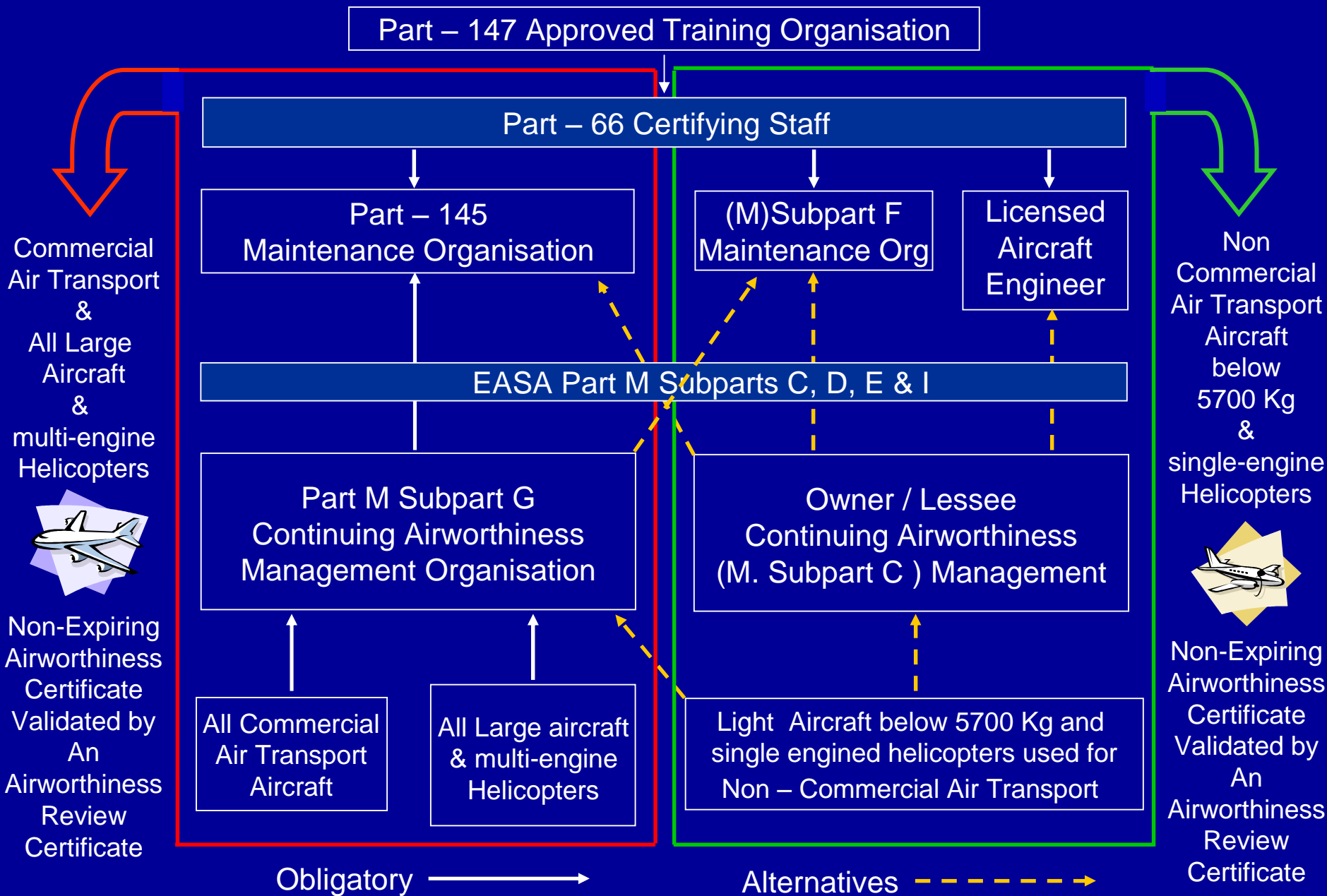
- **It is CAA intention to effect the transition of the documents between 28th September 2007 and 27th September 2008.**
- **To facilitate this transition, for every EASA aircraft on the UK register this will require a recommendation to be made to CAA from an appropriate source.**
- **On the basis of this recommendation CAA will issue the new non-expiring CofA and the initial ARC valid for one year.**

Transition to the New Non-Expiring Certificate of Airworthiness (CofA)

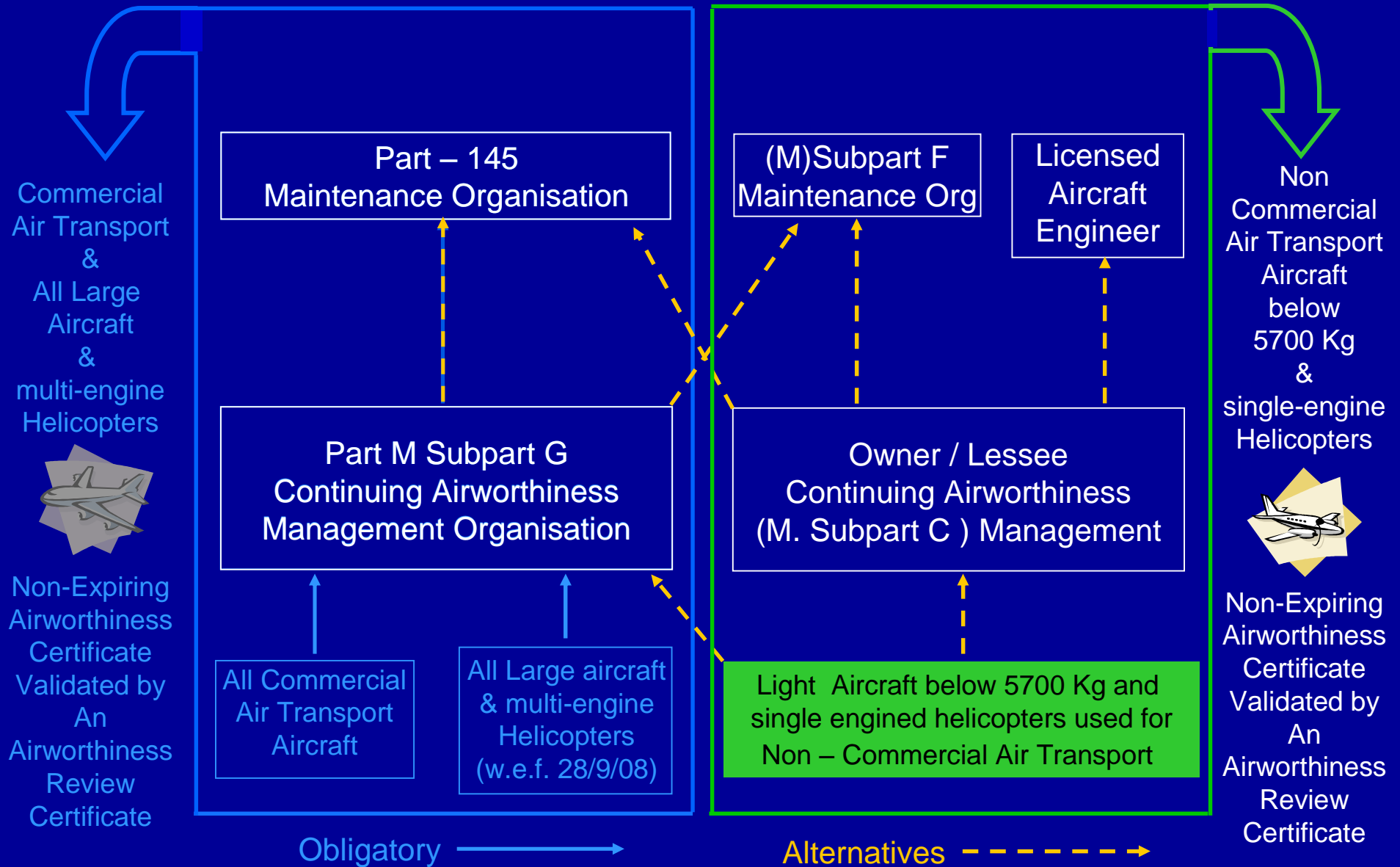


- **After 28th September 2008 we are bound by EU regulations in their entirety:**
 - **In order to obtain an EASA non-expiring CofA and an ARC the applicable aspects of EASA Part 21 Subpart H and Part M Subpart G and I must be met.**

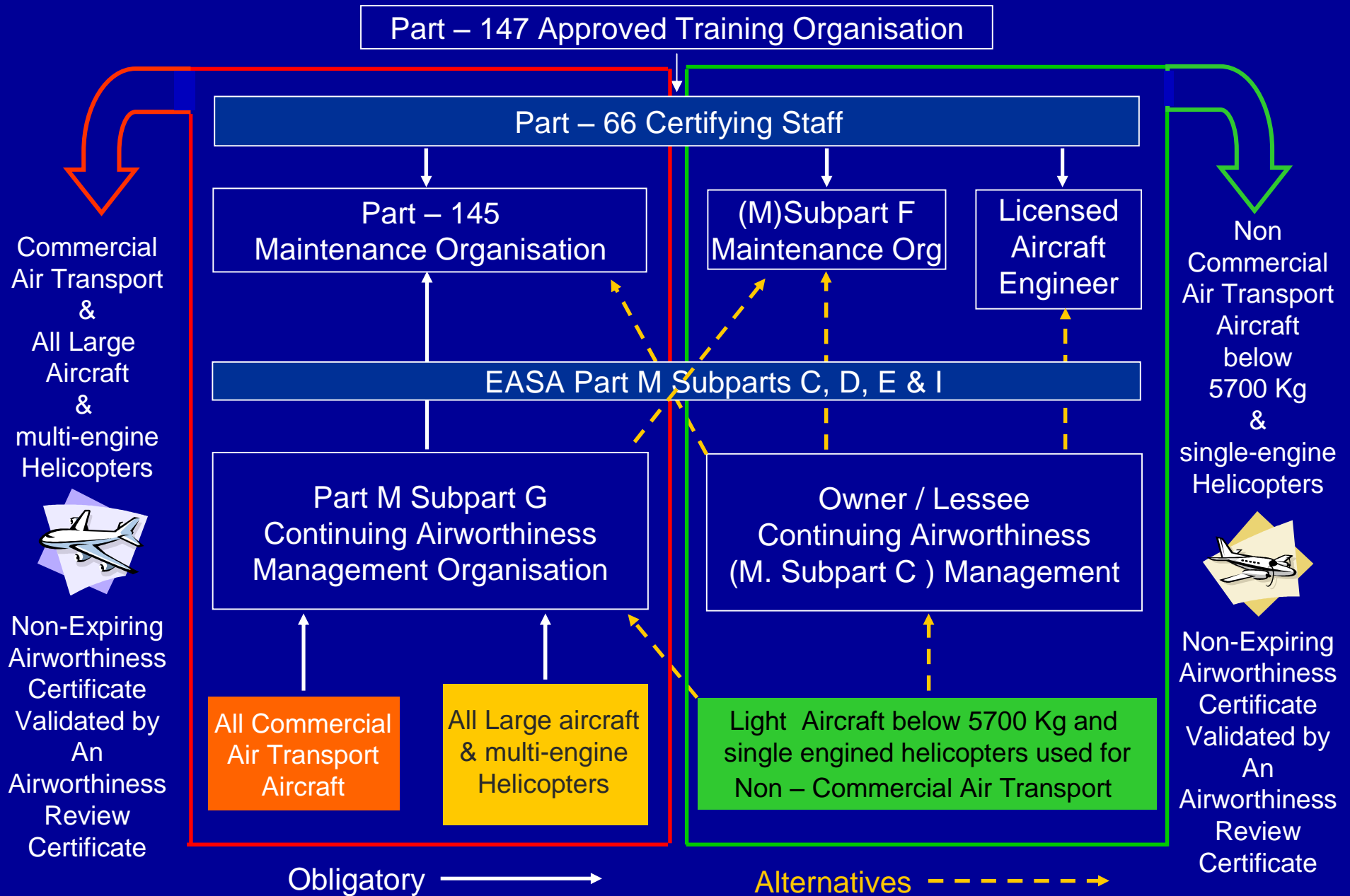
European Continuing Airworthiness Management Structure – Part M



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European Continuing Airworthiness Management Structure – Part M





**THANK YOU FOR YOUR
ATTENTION !**

ANY QUESTIONS?