Implementation of Part M in the United Kingdom

Mike Mc Menemy
Senior Airworthiness Surveyor
Civil Aviation Authority

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**

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 EASA Part M.Subpart F, Part 145, Part 66**

  - **There is a new organisation approval – Ref: Part M Subpart G – for Continuing Airworthiness Management. This approval may include the**

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 CofA 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 above will need organisations to gain approval in accordance with Part M Subpart G – Continuing Airworthiness Management Organisation.**

The Controlled Environment

- **The continuing airworthiness of an aircraft is <u>continuously</u> 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.**

Result of an Aircraft being within a Controlled Environment

- **The approved Part M Subpart G organisation (with the ARC privileges) can issue and re-issue the 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 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 (holding the ARC privileges for the aircraft in question) once every 12 months.**

- **The Part M Subpart G organisation must conduct a full Airworthiness Review (including a physical survey in a hangar) and when satisfied that the aircraft is airworthy make a recommendation to CAA for the issue of an ARC**

- **The CAA may require to survey the aircraft prior to issuing the 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 valid 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.**

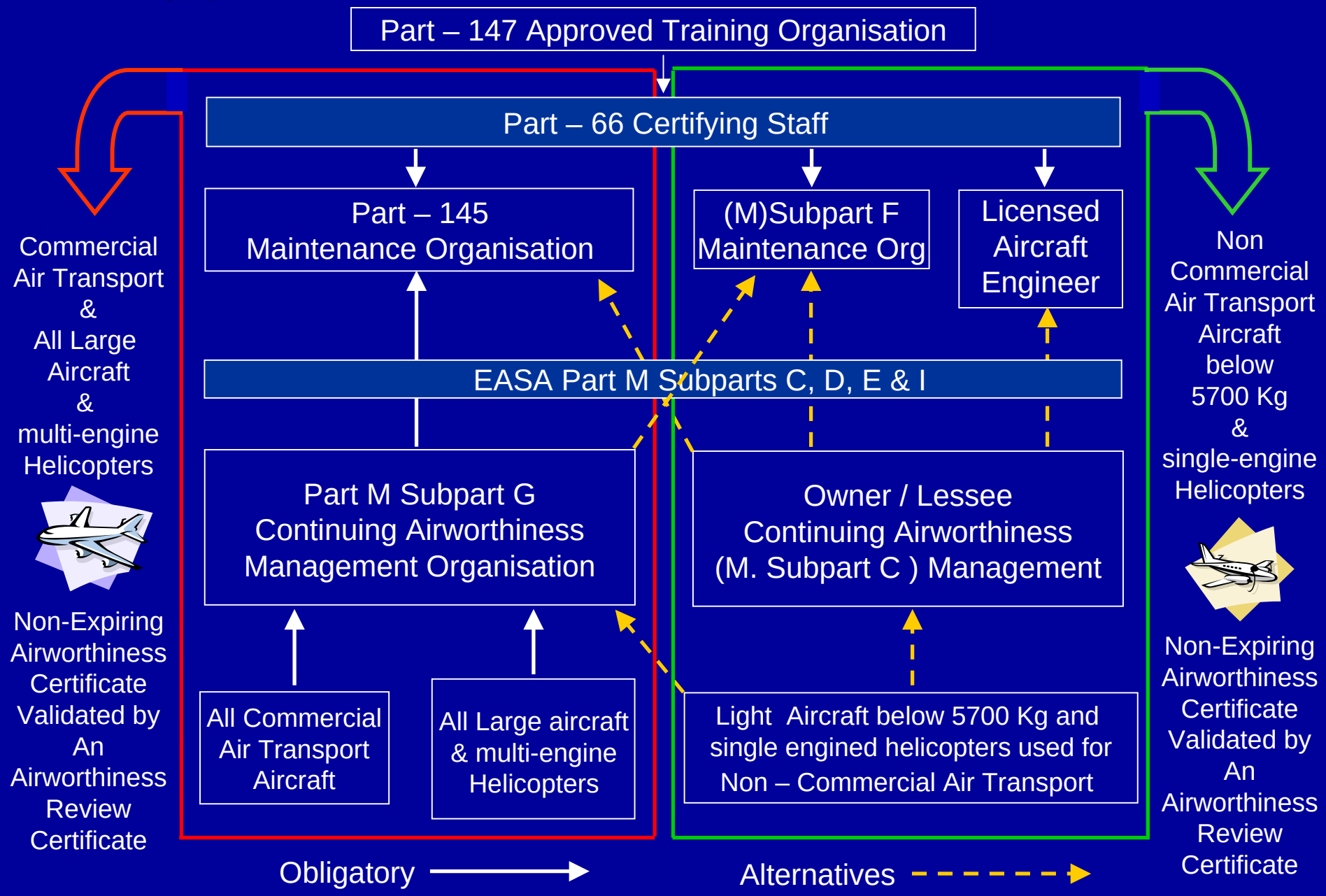
Transition to the New Non-Expiring Certificate of Airworthiness (CofA)

- **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.**

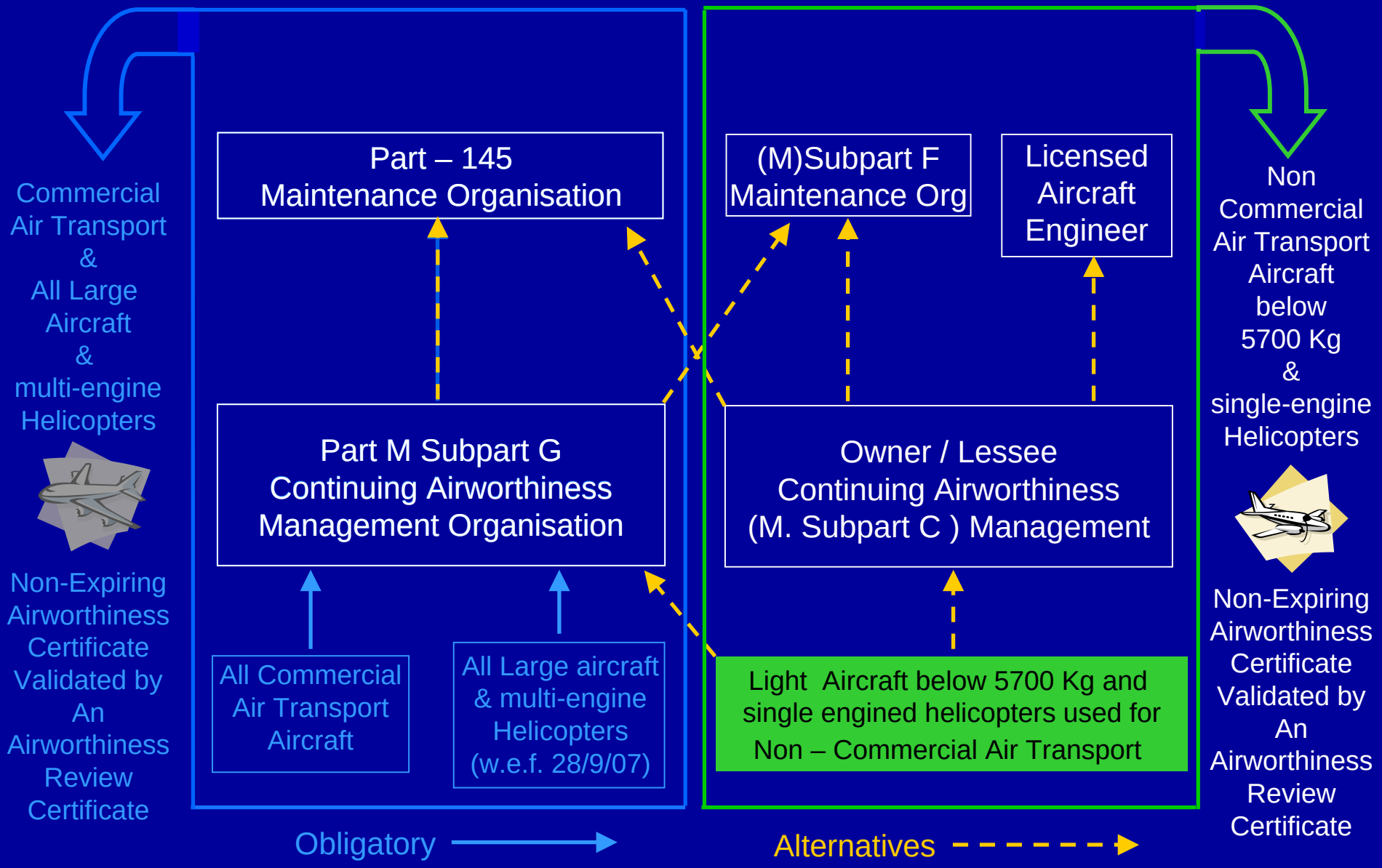
Transition to the New Non-Expiring Certificate of Airworthiness (CofA)

- **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.**

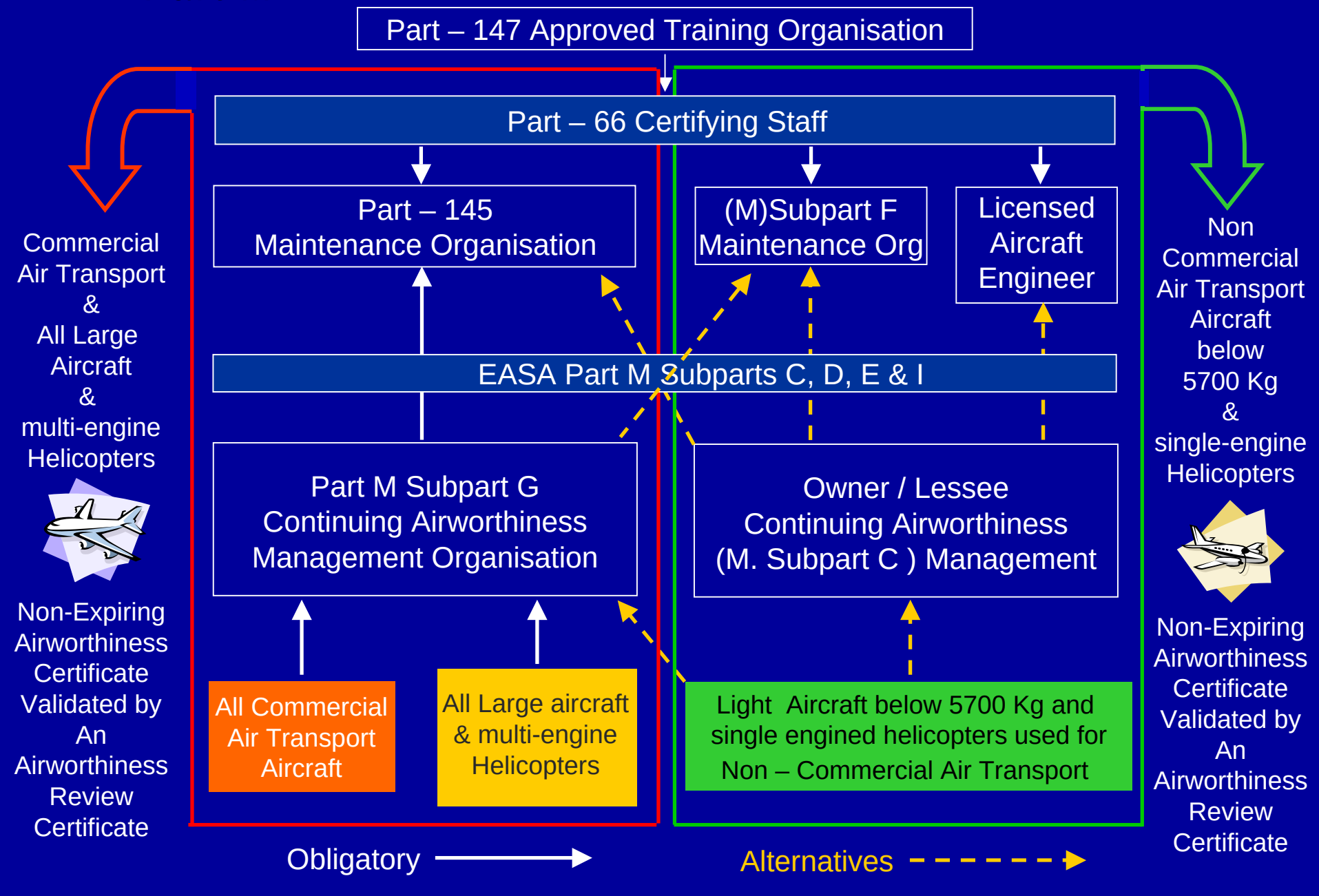
European Continuing Airworthiness Management Structure – Part M



European Continuing Airworthiness Management Structure – Part M



European Continuing Airworthiness Management Structure – Part M



THANK YOU FOR YOUR ATTENTION !

ANY QUESTIONS?

This presentation will be available on the CAA website

WWW.CAA.CO.UK