Airworthiness

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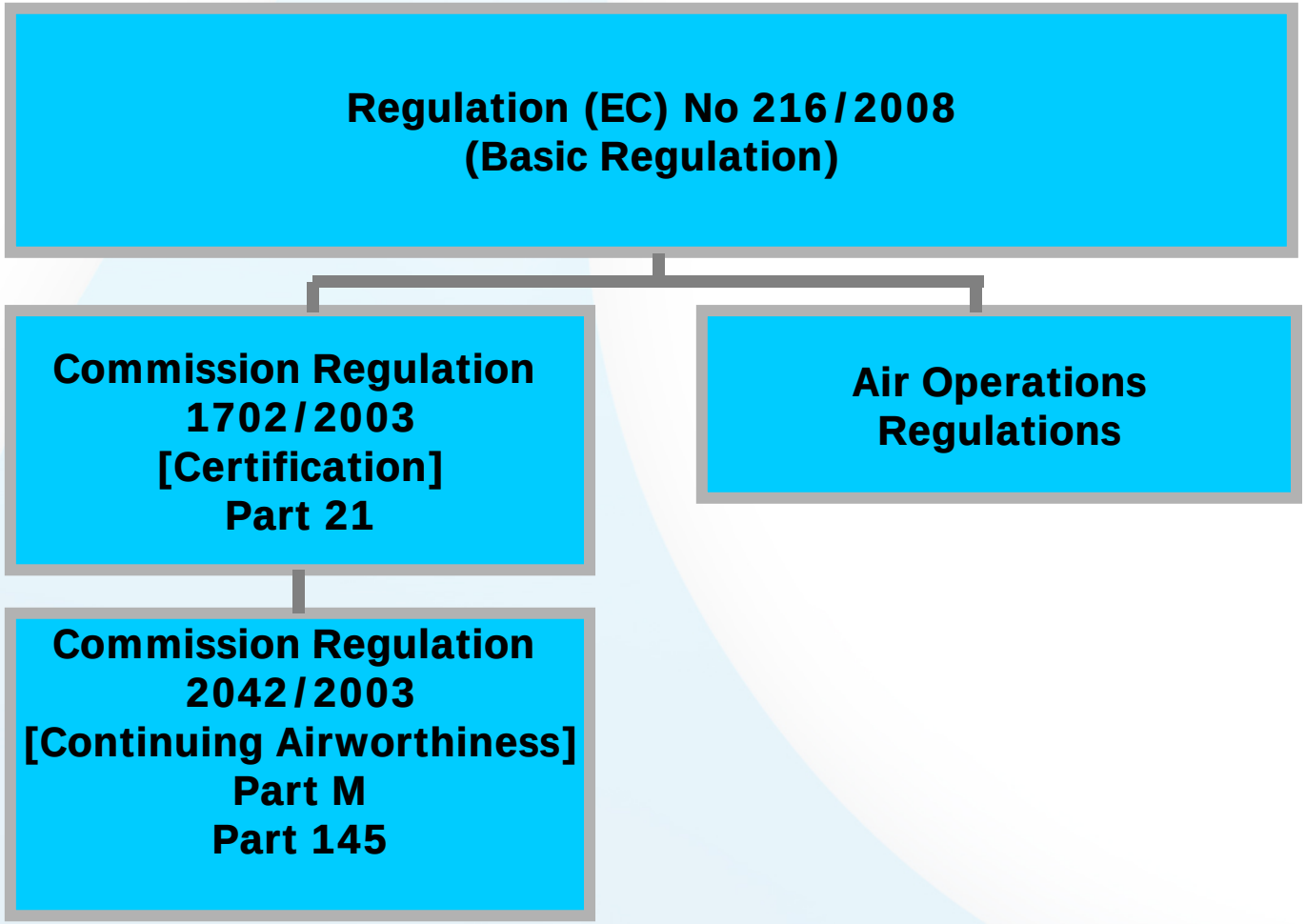
CAVEAT

The information in these presentations represents the CAA's interpretation of proposed legislation that is not yet final, and is therefore subject to change. Even if there are no further changes, it may be found in the future that EASA has a different interpretation and so the CAA's position may change following discussion and agreement with the Agency and other National Aviation Authorities.

EASA Regulations



Current Requirements

- The requirements for maintenance and continuing airworthiness can be found in Part M of EU-OPS and JAR-OPS 3.

  (Refers to Part M and Part 145)

- Pre-Flight inspections need not necessarily be carried out by the Part-145 organisation.

Current Requirements

- Part M M.A.201 (h)

- In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:

  1. be approved, as part of the air operator certificate issued by the competent authority, pursuant to M.A. Subpart G for the aircraft it operates; and

  2. be approved in accordance with Part-145 or contract such an organisation;

Pre-Flight Checks

- The pre-flight check

  (normally defined in the Flight Manual)

  - it is the responsibility of the operator to ensure that flight crew are competent and authorised,
  - can be performed by flight crew on the basis of their licence.
- For any work that would require a CRS (not the pre-flight checks),
  - the individual flight crew member will be required to hold a Part 145 limited certification authorisation as per Part 145.A.30 j.
  - It is the responsibility of the Part 145 organisation to ensure the individual is appropriately trained and authorised.

Documents

- Documents to be carried (CAT.GEN.MPA.180)
  - Documents have to be the originals – not copies
    - Certificate of Registration
    - Certificate of Airworthiness
    - Aircraft Radio Licence