EASA

Comment Response Tool

Title	Alignment of Regulation (EC) No 2042/2003 with Regulation (EC) No 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme (including CRD-2 to NPA 2010-10)
NPA Number	NPA 2010-10(a)

UK CAA (UK CAA, European.Affairs@caa.co.uk) has placed **5** reactions on this NPA:

NPA Pag (s)	Reaction to	Reaction	Attachments
0	(general reactions)	**Please see comments from the UK CAA which have all been added as a 'general reaction' as the CRT did not allow for them to be entered against the appropriate text in the CRD.** **Page No:** 74 **Paragraph No:** TA.201 paragraph 4 **Comment:** Change 24 months to 36 months. **Justification:** Align with Part M Subpart C, point M.A.305(h)1. **Proposed Text:** 36 months	
0	(general reactions)	**Page No:** 75 **Paragraph No:** Title T.A.205 Additional requirements for operation for commercial purposes ……. **Comment:** Use definition of Regulation 216/2008 Article 3(i) **Justification:** Commercial purposes is not formally defined. **Proposed Text:** Change to 'Commercial Operation'	
0	(general reactions)	**Page No:** 75 and 77 **Paragraph No:** T.A.205 1(a) and T.A.711 paragraph 2 **Comment:** These paragraphs require a contract to be made in accordance with Appendix I to this Part. Such a contract would only be required where the Operator does not, hold a Part M subpart G themselves and therefore has to contract such services to	

		another Part M subpart G organisation with the appropriate privileges. **Proposed Text:** **T.A.205 1(a)** For this purpose, where an Operator is not appropriately approved in accordance with this subpart, a contract shall be made in accordance with Appendix I to this Part. **T.A.711 paragraph 2** Where the operator is not approved in accordance with this subpart a contract is made in accordance with Appendix I between the operator and the continuing airworthiness management organisation.	
0	(general reactions)	**Page No:** 75 **Paragraph No:** Subpart E T.A.501 paragraph (b) (c) and (d) **Comment:** This paragraph places all the responsibility on the Part M Subpart G organisation to be satisfied that the contracted maintenance organisation has all the means necessary for the scope of work etc. This would in most cases require the Part M Subpart G to perform a significant audit which may not be realistic or achievable. Secondly, it does not reference whether this should be a 'one off' exercise or subject to continuous monitoring. The requirements to ensure the organisation has described its procedures adequately is duplicated in paragraph (b) and reiterated in paragraph (d). A simpler combined requirement would be easier to understand. **Justification:** If NAAs are accepting a maintenance organisation approved by the State of Registry, the oversight performed by the Part M Subpart G organisation should be similar to that required when contracting a Part 145 organisation. **Proposed Text:** **(b) The maintenance organisation approval includes the**	

		aircraft / engine / component maintenance capability within the scope of its approval. **(c) The organisation is recognising and working in accordance with the contracted maintenance arrangements between the Operator and the organisation.** **(d) The organisation has established an occurrence reporting system that satisfies the requirements of Part M Subpart B, M.A. 201 with respect to reporting to the Part M Subpart G organisation, the Operator and the State of the Operator.**	
0	(general reactions)	**Page No:** 83 **Paragraph No:** ORO.AOC.110(b) **Comment:** Paragraph ORO.AOC.110(b) precludes the dry lease-in of aircraft registered in a State, or from an operator, subject to an operating ban pursuant to Regulation (EC) No. 2111/2005. It would be beneficial to remind competent authorities that such aircraft cannot be considered for dry lease-in by a Community operator. Therefore it is suggested that an amendment to ARO.OPS.110(c) be made. **Justification:** Consistency and clarity. **Proposed Text:** Amend ARO.OPS.110(c) as follows: *"The approval of a dry lease-in agreement shall be **denied,** suspended or revoked ~~whenever~~ **if** :* ***(1) the certificate of airworthiness of the aircraft is suspended or revoked;*** ***(2) the aircraft is registered in a***	

		State which is subject to an operating ban pursuant to Regulation (EC) No 2111/2005."	

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