

Current simplifications in Part-M

	Large	Non-large	Up to 2730 Kg and balloons	ELA1	LSA, CS-VLA, CS-22
<p>Commercial Air Transport (CAT)</p> <p>Not applicable to: * Non-power driven aircraft * Ultra-light power-driven aircraft * Local flights</p>	<p>Full requirements, including: * Operator must be CAMO approved. * Maintenance by Part-145 organisation.</p>	<p>Full requirements, including: * Operator must be CAMO approved. * Maintenance by Part-145 organisation.</p>	<p>ALLEVIATIONS: * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO).</p>	<p>ALLEVIATIONS: * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO).</p>	<p>ALLEVIATIONS: * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO).</p>
<p>Commercial Operations other than CAT (with national AOC)</p>	<p>ALLEVIATIONS: * Operator not obliged to be CAMO approved, but a CAMO must be contracted. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner.</p>	<p>ALLEVIATIONS: * Operator not obliged to be CAMO approved, but a CAMO must be contracted. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner.</p>	<p>ALLEVIATIONS: * Operator not obliged to be CAMO approved, but a CAMO must be contracted. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner. * Alleviated qualifications for Airworthiness Review Staff. * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO). * A CAMO may issue the ARC even in the aircraft is not in a controlled environment or it is managed by another CAMO (but cannot extend it).</p>	<p>ALLEVIATIONS: * Operator not obliged to be CAMO approved, but a CAMO must be contracted. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner. * Alleviated qualifications for Airworthiness Review Staff. * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO). * A CAMO may issue the ARC even in the aircraft is not in a controlled environment or it is managed by another CAMO (but cannot extend it). * Certifying Staff approved by the NAA may perform airworthiness reviews (issuing a recommendation for the ARC).</p>	<p>ALLEVIATIONS: * Operator not obliged to be CAMO approved, but a CAMO must be contracted. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner. * Alleviated qualifications for Airworthiness Review Staff. * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO). * A CAMO may issue the ARC even in the aircraft is not in a controlled environment or it is managed by another CAMO (but cannot extend it). * Certifying Staff approved by the NAA may perform airworthiness reviews (issuing a recommendation for the ARC).</p>
<p>Commercial Operations other than CAT (without national AOC), and</p> <p>Private Operations</p>	<p>ALLEVIATIONS: * Operator not obliged to be CAMO approved, but a CAMO must be contracted. * Baseline/Generic maintenance programmes possible.</p>	<p>ALLEVIATIONS: * No obligation to contract a CAMO. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation and independent certifying staff. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner.</p>	<p>ALLEVIATIONS: * No obligation to contract a CAMO. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation and independent certifying staff. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner. * Pilot-owner maintenance possible (except for complex motor-powered aircraft). * Alleviated qualifications for Airworthiness Review Staff. * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO). * A CAMO may issue the ARC even in the aircraft is not in a controlled environment or it is managed by another CAMO (but cannot extend it).</p>	<p>ALLEVIATIONS: * No obligation to contract a CAMO. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation and independent certifying staff. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner. * Pilot-owner maintenance possible (except for complex motor-powered aircraft). * Alleviated qualifications for Airworthiness Review Staff. * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO). * A CAMO may issue the ARC even in the aircraft is not in a controlled environment or it is managed by another CAMO (but cannot extend it). * Certifying Staff approved by the NAA may perform airworthiness reviews (issuing a recommendation for the ARC). * Complex Maintenance Tasks (Appendix VII) may be performed by independent certifying staff. * On-wing (or temporarily removed) component maintenance may be performed by independent certifying staff (except overhaul of engines, propellers and other components).</p>	<p>ALLEVIATIONS: * No obligation to contract a CAMO. * Baseline/Generic maintenance programmes possible. * Maintenance may be performed by Subpart F organisation and independent certifying staff. * Unserviceable components may be transferred (without mutilating them) to the aircraft owner. * Pilot-owner maintenance possible (except for complex motor-powered aircraft). * Alleviated qualifications for Airworthiness Review Staff. * The NAA may perform the Airworthiness Review at the request of the owner (no need to involve a CAMO). * A CAMO may issue the ARC even in the aircraft is not in a controlled environment or it is managed by another CAMO (but cannot extend it). * Certifying Staff approved by the NAA may perform airworthiness reviews (issuing a recommendation for the ARC). * Complex Maintenance Tasks (Appendix VII) may be performed by independent certifying staff. * On-wing (or temporarily removed) component maintenance may be performed by independent certifying staff (except overhaul of components other than engines and propellers).</p>

In addition:

- * Subpart F maintenance organisations may issue a Form 1 for components maintained by FAA and TCCA repair stations not holding an EASA maintenance organisation approval (AMC M.A.613(a), par. 2.8)
- * A small CAMO not managing aircraft involved in CAT may replace the Quality System by Organisation Reviews, unless the organisation issues ARC for aircraft above 2730 Kg other than balloons.