



NOTICE OF PROPOSED AMENDMENT (NPA) No 2010-10

'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'

Link zum Dokument: http://hub.easa.europa.eu/crt/docs/viewnpa/id_10

Termin für Stn 10.Nov.2010

Die vorgeschlagene 'Anpassung' soll folgendes enthalten:

- Einen vollständig neuen Part: Part T, Management von nicht EU-registrierten LFZ beim Einsatz durch EU-Operator [hier stellt sich schon die Frage, ob HB immatrikulierte LFZ nun EU sind oder nicht!!!!], unterscheidet drei Fälle: 1) third country A/C dry lease by EU operator; 2) dito wet lease oder code share (!) by EU CAT operator; 3) dito Verkehr in EU durch Operator 'mit Sitz' in EU;
- Umstieg von 'large aircraft' auf 'complex motor powered aircraft', wie in der BR (216) bereits vorgegeben;
- Unterscheidung im Part M zwischen 'Commercial operations' und 'Commercial air transport' CAT. Die Definition von CAT soll in den kommenden Ops Regelungen enthalten sein;
- Gewerbsmässig eingesetzte LFZ (nicht CAT) können auch in M/F Betrieb gewartet werden;
- 'local-CAT', ELA1 und Ballon Betreiber können CAMO delegieren [Zusammenhang mit NPA-2010-09??] und M/F mit Unterhalt beauftragen statt 145;
- nicht-EU Operator mit EU registrierten Lfz können CAMO delegieren [CH = EU??];

[Details siehe angehängte Listen.](#)

- Maintenance program für CAT Betreiber soll human factors Prinzipien berücksichtigen.

11.8.10/swe

SUMMARY TABLE

			CONTINUING AIRWORTHINESS MANAGEMENT	MAINTENANCE	
EU registered aircraft (Part-M is applicable to them)	COM	CAT	1) Local CAT operators	<ul style="list-style-type: none"> o Operator shall obtain CAMO approval, or o Operator shall contract a CAMO 	Part-M Subpart-F or Part-145
			2) ELA1 and Balloons	<ul style="list-style-type: none"> o Operator shall obtain CAMO approval, or o Operator shall contract a CAMO 	Part-M Subpart-F or Part-145
			3) non-Community CAT operators	<ul style="list-style-type: none"> o Operator shall obtain CAMO approval, or o Operator shall contract a CAMO 	Part-145
			4) Other than 1), 2), 3)	CAMO linked to the AOC, operator shall be CAMO approved	Part-145
	COMM other than CAT, including COMM ATO	Complex motor-powered aircraft	<ul style="list-style-type: none"> o Operator shall obtain CAMO approval, or o Operator shall contract a CAMO 	Part-145	
		Other than complex motor-powered aircraft	<ul style="list-style-type: none"> o Operator shall obtain CAMO approval, or o Operator shall contract a CAMO 	Part-M Subpart-F or Part-145	
	NON-COM (including non-COM ATO)	Complex motor-powered aircraft	<ul style="list-style-type: none"> o Operator shall obtain CAMO approval, or o Operator shall contract a CAMO 	Part-145	
		Other than complex motor-powered aircraft	CAMO is NOT required	Independent certifying staff, pilot owner maintenance, Part-M Subpart-F, Part-145	

			CONTINUING AIRWORTHINESS MANAGEMENT	MAINTENANCE	
NON-EU registered aircraft (part-T applicable to them)	COM	CAT	Dry lease-in	Incompatible with Part-OR Subpart-OPS, the aircraft must hold a CofA issued in accordance with Part-21	
			Wet-lease-in and code share	<ul style="list-style-type: none"> o ICAO Annex 8 type-certificate o ICAO Annex 8 CofA o ICAO Annex 6 Air Operator Certificate o Continuing airworthiness management is performed by the operator of the aircraft 	<ul style="list-style-type: none"> o Qualified maintenance organisation, or o ICAO Annex 6 maintenance organisation
		COM other than CAT, including COM ATO	COM (except ATO)	Incompatible with Part-OR Subpart-OPS, the aircraft must hold a CofA issued in accordance with Part-21	
			ATO providing flight training inside the territory of EU	Not permitted (the aircraft must be registered in the EU)	
			ATO providing flight training outside the territory of EU	<ul style="list-style-type: none"> o EASA type-certificate. o ICAO Annex 8 CofA. o Operator shall contract a CAMO-T. 	<ul style="list-style-type: none"> o Qualified maintenance organisation, or o ICAO Annex 6 maintenance organisation
	NON-COM (including non-COM ATO)	Non-COM ATO providing flight training inside the territory of EU	Not permitted (the aircraft must be registered in the EU)		
		Non-COM ATO providing flight training outside the territory of EU and private operators	Complex motor-powered aircraft	<ul style="list-style-type: none"> o EASA type-certificate o ICAO Annex 8 CofA o Operator shall contract a CAMO-T 	<ul style="list-style-type: none"> o Qualified maintenance organisation or o ICAO Annex 6 maintenance organisation
			Other than complex motor-powered aircraft	<ul style="list-style-type: none"> o EASA type-certificate o ICAO Annex 8 CofA o CAMO/ CAMO-T not required 	<ul style="list-style-type: none"> o ICAO Annex I licence, or o Qualified maintenance organisation, or o ICAO Annex 6 maintenance organisation