

# Uppdatering EASA regler

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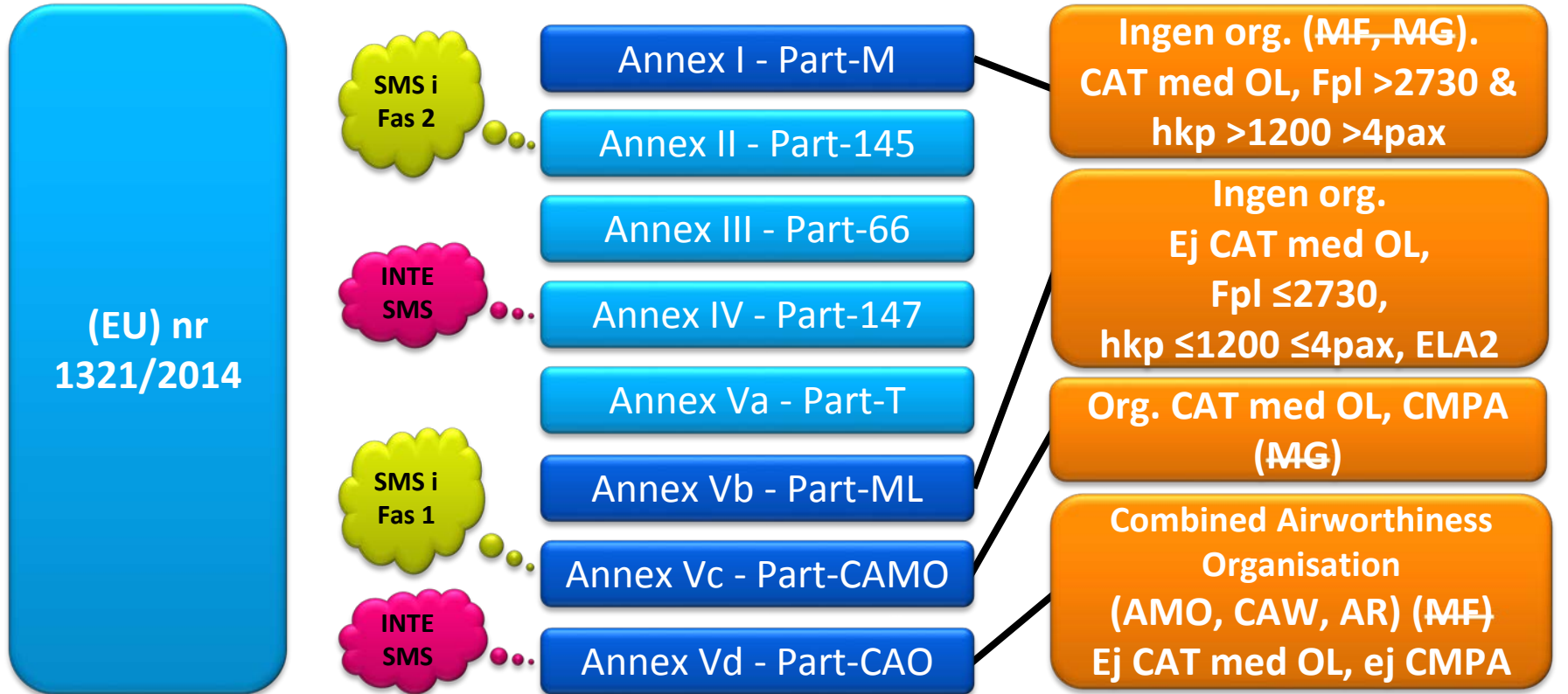
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Sektionen för teknisk operation

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# Förslag på ny regelstruktur i (EU) nr 1321/2014



# Del-M kap G (M.A.7xx) blir Del-CAMO

## Exempel:



SECTION A — ORGANISATION REQUIREMENTS	
CAMO.A.005	Scope
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CAMO.A.125	Terms of approval and privileges
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CAMO.A.140	Access
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CAMO.A.202	Internal safety reporting scheme
CAMO.A.205	Contracting and subcontracting
CAMO.A.215	Facilities
CAMO.A.220	Record-keeping
CAMO.A.300	Continuing airworthiness management exposition
CAMO.A.305	Personnel requirements
CAMO.A.310	Airworthiness review staff qualifications
CAMO.A.315	Continuing airworthiness management
CAMO.A.320	Airworthiness review
CAMO.A.325	Continuing airworthiness management data

Paragrafnumrering/  
struktur i linje med  
Del-ORA & -ORO

# Del-M kap F (M.A.6xx) blir Del-CAO

## SECTION A — ORGANISATION REQUIREMENTS

- CAO.A.010 Scope
- CAO.A.015 Application
- CAO.A.020 Terms of approval
- CAO.A.025 Combined airworthiness exposition
- CAO.A.030 Facilities
- CAO.A.035 Personnel requirements
- CAO.A.040 Certifying staff
- CAO.A.045 Airworthiness review staff
- CAO.A.050 Components, equipment and tools
- CAO.A.055 Maintenance data and work orders
- CAO.A.060 Maintenance standards
- CAO.A.065 Aircraft certificate of release to service
- CAO.A.070 Component certificate of release to service
- CAO.A.075 Continuing-airworthiness management
- CAO.A.080 Continuing-airworthiness management data
- CAO.A.085 Airworthiness review
- CAO.A.090 Record-keeping
- CAO.A.095 Privileges of the organisation
- CAO.A.100 Quality system and organisational review
- CAO.A.105 Changes to the organisation
- CAO.A.110 Continued validity
- CAO.A.115 Findings

# SMS fas 1

- **APRIL 2016:**
  - Publicering av EASA Opinion 6 (endast IR) **Part-CAMO** (-M, -145, -T, -21)
  - Parallell publicering av Opinion 5 för **Part-ML & Part-CAO** (GA Task Force Phase II)
- **2016-2019:**
  - Diskussioner, bl a i EASA-kommittén, Kommissionen har haft synpunkter. Beslut har tagits vid EASA-kommitté möte den 28 februari 2019. Publicering av ändrad regel bör kunna ske under 2019? (I samband med detta så slutförs arbetet med AMC och GM)

# Plan för SMS fas 2

**RMT.0251 omfattar införandet av ledningssystem (ICAO Annex 19).**

- **Del-145, Del-21 POAs (och möjligtvis Del-21 DOAs)**

***Del-147 blir inte berört (enligt utvärdering).***

- NPA planerad till 2019/Q1.
- Opinion planerad till 2020/Q1.
- IR planerad till 2021/Q3.

*Del-145 behåller paragrafnumrering/struktur, förutom ledningssystemet som blir i linje med Del-ORA, -ORO och -CAMO.*

# Övrigt (EU) nr 1321/2014 ”på gång”

- **RMT.0276: Technical Records (ref. Opinion 13/2016).**  
*Ska tas upp för diskussion i kommande EASA-kommitté möte(n).*
- **RMT.0018: Parts without EASA Form 1 (Opinion 2019/Q3)**  
*Ändringar påverkar också 748/2012 (Del-21)*
- **RMT.0325: Limited certifying staff authorisation for helicopter equipment used in HEMS (Opinion 2021/Q3)**
- **RMT.0255/RMT.0544: Part-66 & Part-147 (ToR 2019/Q1)**
- **RMT.0106: CS-MCSD (Maintenance Certifying Staff Data) (NPA 2019/Q4)**



# Övrigt (EU) nr 1321/2014 ”på gång”

- **RMT.0588: ACAM Key Risk Elements (ToR 2020/Q1)**
- **RMT.0541: Regular update of aircraft type ratings for Part-66 aircraft maintenance licence (Decision 2019/Q2)**

Sedan är det också ändringar på gång till Del-21, CS och AMC-20, t ex **RMT.0225: Ageing aircraft structure plan (Decision 2019/Q2)**

# Nedprioriteringar (EU) nr 1321/2014

- **RMT.0097: B1 & B2 Support Staff**
- **RMT.0278: Import of aircraft**
- **RMT.0521: Airworthiness Review process**
- **RMT.0281: New teaching & training tech**
- **RMT.0217: CAMO & Part-145 responsibilities**

*This task is de-prioritised in accordance with criteria described in Chapter 3 (EPAS)*

- **RMT.0209 (M.014) Contracting of CAW management activities**

*This task has been deleted as a result of the strategic priorities identified in the EPAS to prioritise the work.*

## **ML.1**

- (a) In accordance with paragraph 2 of Article 3, this Annex (Part-ML) applies to the following other than complex motor-powered aircraft not listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008:
- (1) aeroplanes of 2 730 kg maximum take-off mass (MTOM) or less;
  - (2) rotorcraft of 1 200 kg MTOM or less, certified for a maximum of up to 4 occupants;
  - (3) other ELA2 aircraft.
- (b) For the purpose of this Annex, the competent authority shall be the authority designated by the Member State of registry of the aircraft.
- (c) For the purpose of this Annex, the following definitions shall apply:
- (1) 'independent certifying staff' means certifying staff who does not work on behalf of an approved maintenance organisation and who complies with, alternatively:
    - (i) the requirements of Annex III (Part-66);
    - (ii) for aircraft to which Annex III (Part-66) does not apply, the certifying staff requirements in force in the Member State of registry of the aircraft;
  - (2) 'maintenance organisation' means an organisation holding an approval issued in accordance with, alternatively :
    - (i) Subpart F of Annex I (Part-M);
    - (ii) Section A of Annex II (Part-145);
    - (iii) Section A of Annex Vd (Part-CAO).
  - (3) 'owner' means the person responsible for the continuing airworthiness of the aircraft, including, alternatively:
    - (i) the registered owner of the aircraft;
    - (ii) the lessee in the case of a leasing contract;
    - (iii) the operator.

### **ML.A.201 Responsibilities**

- (a) The owner of the aircraft shall be responsible for the continuing airworthiness of the aircraft and shall ensure that no flight takes place unless all of the following requirements are met:
- (1) the aircraft is maintained in an airworthy condition;
  - (2) any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable;
  - (3) the airworthiness certificate is valid;
  - (4) the maintenance of the aircraft is performed in accordance with the Aircraft Maintenance Program ('AMP') specified in point ML.A.302.

- (b) By derogation from point (a), where the aircraft is leased, the responsibilities set out in point (a) shall apply to the lessee, if the lessee is identified either in the registration document of the aircraft or in the leasing contract.
- (c) Any person or organisation performing maintenance of aircraft and components shall be responsible for the maintenance tasks being performed.
- (d) The pilot-in-command of the aircraft shall be responsible for the satisfactory accomplishment of the preflight inspection. That inspection shall be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by certifying staff.
- (e) For aircraft not operated in accordance with Annex VII to Regulation (EU) No 965/2012 (Part-NCO) or operated in accordance with Subpart-ADD of Annex II (Part-BOP) to Regulation (EU) 2018/395 or Subpart-DEC of Annex II (Part-SAO) to Regulation (EU) 2018/1976\*, the operator shall:
  - (1) be approved as a CAMO or as a CAO for the management of the continuing airworthiness of its aircraft in accordance with Annex Vc (Part-CAMO) or Annex Vd (Part-CAO), or contract such an organisation using the contract set out in Appendix I to this Annex;
  - (2) ensure that all maintenance is performed by maintenance organisations approved in accordance with point (c)(2) of point ML.1.;
  - (3) ensure that the requirements of point (a) are satisfied.

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\* Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (OJ L326, 20.12.2018, p. 64)

- (f) For aircraft not included in point (e), in order to satisfy the requirements of point (a), the owner of the aircraft may contract the tasks associated with continuing airworthiness management to an organisation approved as a CAMO or CAO in accordance with Annex Vc (Part-CAMO) or Annex Vd (Part-CAO). In that case, the contracted organisation shall assume responsibility for the proper performance of those tasks and a written contract shall be concluded in accordance with Appendix I to this Annex. If the owner does not contract such an organisation, the owner is responsible for the proper performance of the tasks associated with the continuing airworthiness management
- (g) The owner shall grant the competent authority access to the aircraft and the aircraft records, in order for the competent authority to determine whether the aircraft complies with the requirements of this Annex.

### **CAO.A.010 Scope**

This Annex establishes the requirements to be met by a combined airworthiness organisation (CAO) in order to be issued, upon application, an approval for the maintenance and continuing airworthiness management of aircraft and components for installation thereon, and to continue carrying out those activities, where such aircraft are not classified as complex motor-powered aircraft and are not listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008.

### **CAO.A.020 Terms of approval**

- (a) The CAO shall specify the approved scope of work in its combined airworthiness exposition (CAE), as provided for in point CAO.A.025.
  - (1) For aeroplanes of more than 2 730 kg maximum take-off mass (MTOM) and for helicopters of more than 1 200 kg MTOM or certified for more than 4 occupants, the scope of work shall indicate the particular aircraft types. Changes to this scope of work shall be approved by the competent authority in accordance with point (a) of point CAO.A.105 and point (a) of point CAO.B.065.
  - (2) For complete turbine engines, the scope of work shall indicate the engine manufacturer or group or series or type or the maintenance task(s). Changes to this scope of work shall be approved by the competent authority in accordance with point (a) of point CAO.A.105 and point (a) of point CAO.B.065.
  - (3) A CAO which employs only one person for both planning and carrying out of all maintenance tasks cannot hold privileges for the maintenance of:
    - a) aeroplanes equipped with a turbine engine (in the case of aircraft-rated organisations);
    - b) helicopters equipped with a turbine engine or with more than one piston engine (in the case of aircraft-rated organisations);
    - c) complete piston engines of 450 HP and above (in the case of engine-rated organisations); and
    - d) complete turbine engines (in the case of engine-rated organisations).

### **CAO.A.095 Privileges of the organisation**

The CAO shall have the following privileges:

- (a) Maintenance
  - (1) Maintain any aircraft or component for which it is approved at the locations specified in the approval certificate and the CAE.
  - (2) Arrange for the performance of specialised services at another organisation appropriately qualified under the control of the CAO, in accordance with the appropriate procedures set out in the CAE and approved by the competent authority.
  - (3) Maintain any aircraft or component for which it is approved at any location, where the need of such maintenance arises either from the unserviceability of the aircraft or the need for supporting occasional maintenance, in accordance with the conditions specified in the CAE.
  - (4) Issue certificates of release to service upon completion of maintenance, in accordance with point CAO.A.065 or CAO.A.070.

- (b) Continuing airworthiness management
- (1) Manage the continuing airworthiness of any aircraft for which it is approved.
  - (2) Approve the AMP, in accordance with point (b)(2) of point ML.A.302, for aircraft managed in accordance with Annex Vb (Part-ML).
  - (3) Carry out limited continuing airworthiness tasks with any contracted organisation working under their quality system, as listed on the approval certificate.
  - (4) Extend, in accordance with point (f) of point M.A.901 of Annex I (Part-M) or point (c) of point ML.A.901 of Annex Vb (Part-ML), an ARC that has been issued by the competent authority, another CAO or a CAMO.
- (c) Airworthiness review:
- (1) A CAO with its principal place of business in one of the Member States, the approval of which includes the privileges referred to in point (b), may be approved to carry out airworthiness reviews in accordance with point M.A.901 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable, and:
    - (i) issue the related ARC or recommendation for the issuance of the ARC;
    - (ii) extend the validity of an existing ARC.
  - (2) A CAO with its principal place of business in one of the Member States, the approval of which includes the privileges referred to in point (a), may be approved to carry out airworthiness reviews in accordance with point ML.A.903 of Annex Vb (Part-ML) and issue the related ARC.

#### **CAO.A.100 Quality system and organisational review**

- (a) To ensure that the CAO continues to meet the requirements of this Annex, this organisation shall establish a quality system and designate a quality manager.
- (b) The quality system shall monitor the carrying out of the activities of the organisation covered by this Annex. It shall monitor in particular:
  - (1) that all those activities are performed in accordance with the approved procedures;
  - (2) that all contracted maintenance tasks are carried out in accordance with the contract;
  - (3) that the organisation continues to comply with the requirements of this Annex.
- (c) The records of that monitoring shall be retained for at least the previous 2 years.
- (d) Where the organisation holding a CAO approval is additionally approved in accordance with an Annex other than this Annex, the quality system may be combined with that required by the other Annex.
- (e) A CAO shall be considered as a small CAO when one of the following condition is met:
  - (1) The scope of the CAO does only contain aircraft covered by Part-ML.
  - (2) The CAO does not exceed 10 full-time equivalent staff involved in maintenance.
  - (3) The CAO does not exceed 5 full-time equivalent staff involved in continuing airworthiness management.
- (f) In the case of a small CAO, the quality system may be replaced by regular organisational reviews, subject to the approval of the competent authority. In that case, the CAO shall not contract continuing airworthiness management tasks to other parties.

### **CAO.A.115 Findings**

- (a) A Level 1 finding is any significant non-compliance with Part-CAO requirements which lowers the safety standard and seriously hazards flight safety.
- (b) A Level 2 finding is any non-compliance with the Part-CAO requirements which may lower the safety standard and possibly hazard flight safety.
- (c) After receiving a notification of a finding in accordance with point CAO.B.060, the CAO shall adopt a corrective action plan and demonstrate to the satisfaction of the competent authority that it has taken the necessary corrective action to address the finding within the time period set by that authority.

ULTRAST

### **CAMO.A.125 Terms of approval and privileges of the organisation**

- (a) The approval is indicated on the certificate, which is included in Appendix I, and is issued by the competent authority.
- (b) Notwithstanding point (a), for air carriers licensed in accordance with Regulation (EC) No 1008/2008, the approval shall be part of the air operator certificate issued by the competent authority for the aircraft operated.
- (c) The scope of work shall be specified in the continuing airworthiness management exposition (CAME) in accordance with point CAMO.A.300.
- (d) An organisation approved in accordance with this Annex may:
  - (1) manage the continuing airworthiness of aircraft, except those used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, as listed on the certificate;
  - (2) manage the continuing airworthiness of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008, when listed both on its certificate and on its air operator certificate;
  - (3) arrange to carry out limited continuing airworthiness tasks with any subcontracted organisation, working under its management system, as listed on the certificate;
  - (4) extend an airworthiness review certificate under the conditions of point (f) of point M.A.901 of Annex I (Part-M) or point ML.A.903 of Annex Vb (Part-ML), as applicable.

### **CAMO.A.150 Findings**

- (a) After receipt of notification of findings according to point CAMO.B.350, the organisation shall:
  - (1) identify the root cause or causes of and contributing factors to the non-compliance;
  - (2) define a corrective action plan;
  - (3) demonstrate corrective action implementation to the satisfaction of the competent authority.
- (b) Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed within the period agreed with that competent authority as defined in point CAMO.B.350.

### **CAMO.A.155 Immediate reaction to a safety problem**

The organisation shall implement:

- (a) any safety measures mandated by the competent authority in accordance with point CAMO.B.135;
- (b) any relevant mandatory safety information issued by the Agency.



### **CAMO.A.160 Occurrence reporting**

- (a) As part of its management system the organisation shall implement an occurrence reporting system that meets the requirements defined in Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/1018<sup>1</sup>.
- (b) Without prejudice to point (a), the organisation shall ensure that any incident, malfunction, technical defect, exceeding of technical limitations, occurrence that would highlight inaccurate, incomplete or ambiguous information contained in data established in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident are reported to the competent authority and to the organisation responsible for the design of the aircraft.
- (c) Without prejudice to Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/1018, the reports referred to in points (a) and (b) shall be made in a form and manner established by the competent authority and shall contain all pertinent information about the condition known to the organisation.
- (d) Reports shall be made as soon as possible, but in any case within 72 hours of the organisation identifying the condition to which the report relates, unless exceptional circumstances prevent this.
- (e) Where relevant, the organisation shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the competent authority.

### **CAMO.A.200 Management system**

- (a) The organisation shall establish, implement, and maintain a management system that includes:
    - (1) clearly defined lines of responsibility and accountability throughout the organisation, including a direct safety accountability of the accountable manager;
    - (2) a description of the overall philosophies and principles of the organisation with regard to safety, referred to as the safety policy;
    - (3) the identification of aviation safety hazards entailed by the activities of the organisation, their evaluation and the management of associated risks, including taking actions to mitigate the risks and verify their effectiveness;
    - (4) maintaining personnel trained and competent to perform their tasks;
    - (5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;
    - (6) a function to monitor compliance of the organisation with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary;
    - (7) any additional requirements that are laid down in this Regulation.
  - (b) The management system shall correspond to the size of the organisation and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.
  - (c) Where the organisation holds one or more additional organisation certificates within the scope of Regulation (EU) 2018/1139 and its delegated and implementing acts, the management system may be integrated with that required under the additional certificate(s) held.
  - (d) Notwithstanding point (c), for air carriers licensed in accordance with Regulation (EC) No 1008/2008,
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the management system provided for in this Annex shall be an integrated part of the operator's management system.

#### **CAMO.A.202 Internal safety reporting scheme**

- (a) As part of its management system, the organisation shall establish an internal safety reporting scheme to enable the collection and evaluation of such occurrences to be reported under point CAMO.A.160.
- (b) The scheme shall also enable the collection and evaluation of those errors, near misses, and hazards reported internally that do not fall under point (a).
- (c) Through this scheme, the organisation shall:
  - (1) identify the causes of and contributing factors to any errors, near misses, and hazards reported and address them as part of safety risk management in accordance with point (a)(3) of point CAMO.A.200;
  - (2) ensure evaluation of all known, relevant information relating to errors, the inability to follow procedures, near misses, and hazards, and a method to circulate the information as necessary.
- (d) The organisation shall provide access to its internal safety reporting scheme to any subcontracted organisation.
- (e) The organisation shall cooperate on safety investigations with any other organisation having a significant contribution to the safety of its own continuing airworthiness management activities.