

## **Review of Commission Implementing Regulation (EU) 2019/1383 of 8 July 2019 amending Regulations (EU) No 1321/2014**

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### **Concerning**

Safety Management Systems in Continuing Airworthiness Management  
Organisations and Alleviations for general aviation aircraft concerning maintenance  
and continuing airworthiness management.

### **Authors Note**

- ***This was laying the foundation for the Introduction of:***
  - ***Part ML for aircraft below 2730 Kg***
  - ***Part CAMO – To Replace Part M Subpart G & Introduce SMS & Management System (Opinion No 05/2016)***
  - ***Part CAO – To Replace Part M Subpart F and introduce CAW management as an option***

Contains rules related to maintenance and continuing airworthiness management of certain aircraft. In the interest of proportionality, it is necessary to adapt those rules by introducing simplified requirements corresponding to the lower risks associated with light aircraft in general aviation, which is not listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008 of the European Parliament and of the Council.

### **Authors Note**

- ***Part CAO (Opinion No 05/2016)***
  - ***No SMS Requirement***
  - ***No Base & Line Differentiation***
  - ***HF Training Not required***

### **Continuing Airworthiness Requirements**

Organisations involved in the continuing airworthiness of aircraft and components for installation thereon, including maintenance, shall be approved, upon their request, by the competent authority in accordance with the requirements of Annex II (Part-145), Annex Vc (Part-CAMO) or Annex Vd (Part-CAO), as applicable to the respective organisations.

In order to be listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008, aircraft shall comply with all of the following requirements:

- Its aircraft maintenance programme has been approved by the competent authority in accordance with point M.A.302 of Annex I (Part-M).
- Due maintenance required by the maintenance programme referred to above has been performed and certified in accordance with point 145.A.48 and 145.A.50 of Annex II (Part-145).
- An airworthiness review has been performed and a new airworthiness review certificate has been issued in accordance with point M.A.901 of Annex I (Part-M).

### **Alleviation**

In order to ensure proportionate rules for aircraft other than complex motor-powered aircraft and not listed in the air operator certificate of an air carrier, licensed in accordance with Regulation (EC) No 1008/2008, safety management principles should not apply to combined airworthiness organisations.

It is also appropriate to align the requirements for the competent authorities with the developments of safety management concepts by the International Civil Aviation Organisation, in particular as regards the introduction of the authority management system, as well as the implementation of the state safety programme and ensuring coordination between authorities.

A wrong airworthiness assessment of the aircraft due to incomplete continuing airworthiness records can pose a risk to flight safety. Therefore, the existing rules related to continuing airworthiness records should be amended.

### **Next Steps**

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