

EASA Continuing Airworthiness Update

What happened to SMS in Part M & Part 145?

EASA published a Notice of Proposed Amendment (NPA) on Jan. 21, 2013 (EASA NPA 2013-1). The comment period closes on May 22, 2013. In the Executive Summary, the document stressed that the primary goal of the proposed changes is to ensure adherence to the international SMS framework established by ICAO (Annex 19).

Task RMT.0251 (MDM.055) has been postponed: The Opinion covering all of the Annexes to Regulation (EC) No. 2042/2003 is now expected in the second half of 2016. This change follows a recent decision taken by the Agency's Executive Director and the EASA Management Board, to consider the overload of the EU aviation regulatory system and the economic downturn, calling for a breathing space:

What has happened with European Commission Regulation 2042/ 2003 ?

EASA has consolidated all previous regulations to create a new baseline regulation, this new "cleaned up" regulation is European Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

All previous amends have now been repealed as has the original regulation 2042/ 2003

Previous Amendments and review of highlights

Commission Regulation (EU) No 593/2012 – ELA Group 1 raised to 1200 Kgs

Commission Regulation (EU) No 1149/2011 – Introduced B3

Annex to Decision 2011/011/R - AMC 1 145.A.30 (e) - Personnel requirements

Competence should be defined as a measurable skill or standard of performance, knowledge and understanding, taking into consideration attitude and behaviour.

Commission Regulation (EU) No 962/2010 - aircraft not involved in commercial air transport

other than large aircraft, the need to comply with Annex III (Part 66) in the following provisions, until 28 September 2011:

— M.A.606(g) and M.A.801(b)2 of Annex I (Part-M),

— 145.A.30(g) and (h) of Annex II (Part-145).’.

Commission Regulation (EU) No 127/2010 – Competence Assessment for CAMO Staff & New EASA Form 1

Commission Regulation (EC) No 1056/2008 – Part M Relaxations concerning Non Commercial Non Large Aircraft

Commission Regulation (EC) No 376/2007 – Part M / Part 21 Permit to Fly Procedure

Commission Regulation (EC) No 707/2006

‘(f) The maintenance programme must be subject to periodic reviews and amended when necessary. The reviews will ensure that the programme continues to be valid in light of operating experience whilst taking into account new and/or modified maintenance instructions promulgated by the Type Certificate holder

Commission Regulation (EC) No 2042/2003 – Original Regulation issued on transition from JAA to EASA