

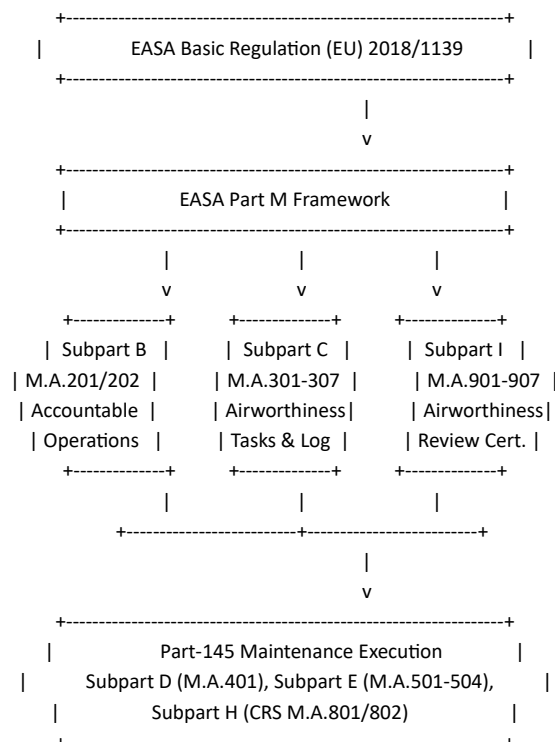
EASA Part M Large Aircraft Compliance & Asset Protection Manual

A Strategic Guide to Continuing Airworthiness, Lifecycle Record Integrity, and Operational Risk Mitigation

Regulatory Context & Workflow Overview

Continuing airworthiness management for commercial large aircraft operates under strict European regulations. The framework established by EASA Regulation (EU) No 1321/2014, amended by subsequent regulatory updates including EASA Basic Regulation (EU) 2018/1139 and Regulation (EU) 2026/100, governs every aspect of commercial aircraft maintenance, record keeping, and airworthiness oversight.

Managing continuing airworthiness demands seamless coordination between the Continuing Airworthiness Management Organisation (CAMO), approved Part-145 maintenance organizations, type certificate holders, and regulatory authorities.



Technical Risk Vectors

Maintaining compliance across large aircraft fleets requires active risk mitigation across four critical technical vectors:

- **Instructions for Continued Airworthiness (ICAW):** Continuous integration of Service Bulletins (SBs), Airworthiness Directives (ADs), and maintenance manual updates into the Aircraft Maintenance Programme (AMP) under M.A.302.
- **Modifications and Repairs (M.A.304 / CS-25):** Verifying that all structural modifications and repairs conform to EASA-approved design data. Unapproved repairs invalidate the aircraft Certificate of Airworthiness.
- **Operational Suitability Data (OSD) & Form 1 Tracking:** Ensuring that all replacement components are installed with appropriate EASA Form 1 certificates or bilateral equivalent releases (FAA Form 8130-3 / TCCA Form One) under Subpart E.
- **Back-to-Birth (BTB) Records Traceability:** Complete life-limited component tracking from manufacture through every installation, overhaul, and shop visit under M.A.305.

Financial and Lease Transition Protection Matrix

Non-compliance with Part M requirements creates severe financial risks during fleet operations and asset transitions. The following matrix outlines financial exposure areas and mandatory technical safeguards:

Risk Domain	Primary Exposure Factor	Financial Impact	Compliance Safeguard
BTB Component Records	Unverified life-limited part history	\$2.0M - \$4.5M USD per asset rejection	Mandatory Subpart E audit protocol prior to part installation
Unapproved Structural Repairs	Missing M.A.304 approval documentation	\$250k - \$1.0M USD in rework/engineering	Centralized M.A.304 mapping against CS-25 standards
Airworthiness Review Delays	Incomplete M.A.305 technical records	\$20k - \$50k USD per day lease extension	Rolling internal Subpart I audits throughout annual cycle
Subcontract Management	Inadequate Part-145 oversight	Regulatory suspension / Operational grounding	Strict contract definition under M.A.201 with active KPI audits

Workforce Skill Matrix & Actionable Implementation Checklist

To maintain regulatory compliance and protect enterprise capital, organizations must systematically train technical personnel across key operational domains:

Target Role	Core Regulatory Focus
CAMO Postholders & Managers	M.A.201, M.A.202, Subpart I
Maintenance Planners	M.A.302 (AMP), M.A.303 (ADs)
Quality Auditors	M.A.304, Subpart D, Subpart E
Lease Transition Specialists	M.A.305, M.A.307, Subpart I

Actionable Implementation Checklist

- ☐ Step 1: Audit all current contract agreements under M.A.201 to verify explicit boundaries between CAMO accountability and contracted Part-145 maintenance providers.
- ☐ Step 2: Execute a structural review of the Aircraft Continuing Airworthiness Record System under M.A.305, ensuring complete BTB traceability for all engine and airframe LLPs.
- ☐ Step 3: Re-evaluate all structural repairs against M.A.304 criteria, verifying that Supplemental Type Certificate (STC) data and DOA approvals are archived for every modification.
- ☐ Step 4: Standardize technical log entries under M.A.306 to ensure deferred defect management complies with Minimum Equipment List (MEL) requirements and M.A.403 standards.
- ☐ Step 5: Enroll technical management, planning, and quality audit staff in Part M For Large Aircraft with VO to establish uniform, enterprise-wide regulatory competence.

Technical Training Overview & Enterprise LMS Integration

Sofema Aviation Academy provides technical training solutions designed to eliminate operational risk and build lasting regulatory competence.

Course: Part M For Large Aircraft with VO

Format: Online Training with Audio Voiceover

Duration: Equivalent to 2-day classroom instruction

Investment: 135.00 EUR

Assessment: 12 Multiple Choice Questions (70% passing threshold)

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