

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
Art. 1 (Replaced)	<p><b>Objective and scope</b></p> <p>1. This Regulation establishes common technical requirements and administrative procedures for ensuring the continuing airworthiness of aircraft, including any component for installation thereto, which are:</p> <p>(a) registered in a Member State; or</p> <p>(b) registered in a third country and used by an operator for which a Member State ensures oversight of operations.</p> <p>2. Paragraph 1 shall not apply to aircraft the regulatory safety oversight of which has been transferred to a third country and which are not used by an EU operator, or to aircraft referred to in Annex II to Regulation (EC) No 216/2008.</p> <p>3. The provisions of this Regulation related to commercial air transport are applicable to licensed air carriers as defined by EU law.</p>	<p><b>Subject-matter and scope</b></p> <p>This Regulation establishes common technical requirements and administrative procedures to ensure:</p> <p>(a) the continuing airworthiness of aircraft, including any component for installation thereto, which are:</p> <p>(i) registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by an EU operator; or</p> <p>(ii) registered in a third country and used by an EU operator, where their regulatory safety oversight has been delegated to a Member State;</p> <p>(b) compliance with the essential requirements set out in Regulation (EC) No 216/2008 for continuing airworthiness of aircraft registered in a third country and components for installation thereon for which their regulatory safety oversight has not been delegated to a Member State that are dry leased-in by a licence air carrier in accordance with Regulation (EC) No 1008/2008 of the European Parliament and the Council</p>	<p>Articolo riorganizzato nel testo per includere negli scopi gli aeromobili di Paesi terzi quando impiegati da titolari di licenza in accordo al reg. (CE) 1008/2008 e la cui sorveglianza non è stata delegata alla autorità dello Stato dell'operatore (obbligo di rispondenza agli essential requirement - introduzione della Parte T)</p>
Art. 2 (Amended)	<p>(g) 'large aircraft' means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5 700 kg, or a multi-engined helicopter;</p>	<p>Rimossa definizione</p>	<p>Definizione "Large Aircraft" rimossa (or ail riferimento è ai Complex-Motor-Powered Aircraft (CMPA)</p>
		<p>(g) "commercial air transport (CAT) operation" means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;</p> <p>.....<i>omissis</i>.....<i>definizioni da (h) a (m) restano invariate</i></p> <p>(n) "critical maintenance task" means a maintenance task that involves the assembly or any disturbance of a system or any part on an aircraft, engine or propeller that, if an error occurred during its performance, could directly endanger the flight safety;</p> <p>(o) "commercial specialised operations" means those operations subject to the requirements of Part-ORO, Subpart-SPO set out in Annex III to Commission Regulation (EU) No 965/2012 (*);</p> <p>(p) "limited operations" means the operations of other-than-complex motor-powered aircraft for:</p> <p>(i) cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;</p> <p>(ii) competition flights or flying displays, on the condition that the</p>	<p>Introdotte nuove definizioni per tipologie di operazioni per allineamento dei reg. CAW con reg (UE) 965/2012</p> <p>Chiarimento che le limited operations non rientrano nelle operazioni CAT e nelle operazioni per le quali è richiesta rispondenza alla Parte-SPO (operazioni sempre commerciali)</p> <p>Introdotta nuova definizione per il CAT e Critical</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
		<p>remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority;</p> <p>(iii) introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and approved in accordance with Commission Regulation (EU) No 1178/2011 (6), or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation;</p> <p>For the purpose of this Regulation, “limited operations” are not considered as CAT operations or commercial specialised operations;</p> <p>(q) “introductory flight” means “introductory flight” as defined in Article 2(9) of Regulation (EU) No 965/2012;</p> <p>(r) “competition flight” means “competition flight” as defined in Article 2(10) of Regulation (EU) No 965/2012;</p> <p>(s) “flying display” means “flying display” as defined in Article 2(11) of Regulation (EU) No 965/2012.</p>	

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

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Art. 3 (Amended)	<p>1. The continuing airworthiness of aircraft and components shall be ensured in accordance with the provisions of Annex I (Part-M).</p> <p>2. Organisations and personnel involved in the continuing airworthiness of aircraft and components, including maintenance, shall comply with the provisions of Annex I (Part-M) and where appropriate those specified in Articles 4 and 5.</p> <p>3. By derogation from paragraph 1, the continuing airworthiness of aircraft holding a permit to fly shall be ensured on the basis of the specific continuing airworthiness arrangements as defined in the permit to fly issued in accordance with Annex I (Part-21) to Commission Regulation (EU) No 748/2012.</p> <p>.....<i>omissis</i>.....</p>	<p>1. The continuing airworthiness of aircraft referred to in Article 1(a) and components for installation thereon shall be ensured in accordance with the provisions of Annex I.</p> <p>2. Organisations and personnel involved in the continuing airworthiness of aircraft referred to in Article 1(a) and components for installation thereon, including maintenance, shall comply with Annex I and where appropriate the provisions specified in Articles 4 and 5.</p> <p>3. By way of derogation from paragraph 1, the continuing airworthiness of aircraft referred to in Article 1(a) holding a permit to fly, shall be ensured on the basis of the specific continuing airworthiness arrangements as defined in the permit to fly issued in accordance with Annex I (Part-21) to Commission Regulation (EU) No 748/2012.</p> <p>.....<i>omissis</i>.....<b>punto (4) resta invariato</b></p> <p>5. The continuing airworthiness of aircraft referred to in Article 1(b) and components for installation thereon shall be ensured in accordance with the provisions of Annex Va.</p>	<p>Riorganizzato testo dell'articolo per coerenza con le variazioni introdotte nell'art. 1.</p> <p>Introdotta l'obbligo rispondenza parte T per aeromobili extra EASA di cui all'art. 1(b)</p>
Art.4 (Amended)	<p>1. Organisations involved in the maintenance of large aircraft or of aircraft used for commercial air transport, and components intended for fitment thereto, shall be approved in accordance with the provisions of Annex II (Part-145).</p> <p>.....<i>omissis</i>.....</p>	<p>1. Maintenance organisation approvals shall be issued in accordance with the provisions of Annex I, Subpart F, or Annex II.</p> <p>.....<i>omissis</i>.....<b>punti da (2) a (4) restano invariati</b></p>	<p>Introdotta l'applicabilità anche alle imprese AMO MF</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

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Art.8 (Amended)	<p>.....<i>omissis</i>.....</p> <p>2. By way of derogation from paragraph 1, Member States may elect not to apply:</p> <p>(a) for the maintenance of piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below not involved in commercial air transport, until 28 September 2014, the requirement to have certifying staff qualified in accordance with Annex III (Part-66) contained in the following provisions:</p> <ul style="list-style-type: none"> <li>— points M.A.606(g) and M.A.801(b)2 of Annex I (Part-M),</li> <li>— points 145.A.30(g) and (h) of Annex II (Part-145);</li> </ul> <p>(b) for the maintenance of ELA1 aeroplanes not involved in commercial air transport, until 28 September 2016:</p> <p>(i) the requirement for the competent authority to issue aircraft maintenance licences in accordance with Annex III (Part-66), as new or as converted pursuant to point 66.A.70 of the same Annex;</p> <p>(ii) the requirement to have certifying staff qualified in accordance with Annex III (Part-66) contained in the following provisions:</p> <ul style="list-style-type: none"> <li>— points M.A.606(g) and M.A.801(b)2 of Annex I (Part-M),</li> <li>— points 145.A.30(g) and (h) of Annex II (Part-145).</li> </ul>	<p>.....<i>omissis</i>..... <i>punto 1. resta invariato</i></p> <p>2. By way of derogation from paragraph 1, Member States may elect not to apply:</p> <p>.....<i>omissis</i>..... <i>punto (a) e (b) restano invariati</i></p> <p>(c) for aircraft registered in a third country and dry leased-in by air carriers licenced in accordance with Regulation (EC) No 1008/2008, until 25 August 2017, the requirements of Annex Va.</p> <p>2a. By way of derogation from paragraph 1, the requirements for aircraft used for commercial specialised operations and CAT other than those by air carriers licenced in accordance with Regulation (EC) No 1008/2008, set out in Regulation (EU) No 965/2012, as amended by Regulation (EU) No 379/2014, shall apply from 21 April 2017.</p> <p>Until that time:</p> <ul style="list-style-type: none"> <li>—The provisions of Annex I, point M.A.201(f) shall apply to complex motor-powered aircraft used by operators requested by a Member State to hold a certificate for commercial operations other than licence air carriers in accordance with Regulation (EC) No 1008/2008 and to commercial ATOs;</li> <li>—The provisions of Annex I, point M.A.201(h) shall apply to other than complex motor-powered aircraft, used by operators requested by a Member State to hold a certificate for commercial operations other than licence air carriers in accordance with Regulation (EC) No 1008/2008 and to commercial ATOs;</li> <li>—The provisions of Annex I, point M.A.306(a) shall apply to aircraft used by licence air carriers in accordance with Regulation (EC) No 1008/2008 and aircraft used by operators requested by a Member State to hold a certificate for commercial operations;</li> <li>—The provisions of Annex I, point M.A.801(c) shall apply to ELA1 not used by licence air carriers in accordance with Regulation (EC) No 1008/2008 and not used by commercial ATOs;</li> <li>—The provisions of Annex I, point M.A.803(b) shall apply to non-complex motor-powered aircraft of 2 730 kg MTOM and below, sailplane, powered sailplane or balloon, not used by licence air carriers in accordance with Regulation (EC) No 1008/2008, or by operators requested by a Member State to hold a certificate for commercial operations, or by commercial ATOs;</li> <li>—The provisions of Annex I, point M.A.901(g) shall apply to ELA1 aircraft not used by licence air carriers in accordance with Regulation (EC) No 1008/2008, or by operators requested by a Member State to hold a certificate for commercial operations, or by commercial ATOs.</li> </ul>	<p>Aggiunto il punto (c) : nuovo opt-out fino al 25 Agosto 2017 per l'applicabilità dell'Annesso Va (Parte T) che ENAC ha deciso di adottare</p> <p>Aggiunto punto 2° che sposta l'entrata in vigore al 21 Aprile 2017 dei nuovi requisiti del paragrafo M.A.201 della Parte M per gli operatori SPO e CAT diversi dai vettori con Licenza 1008/2008 (ATO commerciali, CAT con palloni e A to A).</p> <p>Sono fornite le indicazioni transitorie su come intendere alcuni dei nuovi requisiti in attesa che diventino obbligatori i requisiti regolamentari della Parte SPO, per le operazioni CAT senza licenza 1008/2008</p>
Annex I (Part-	4. for the approval of maintenance programmes:	4.for the approval of maintenance programmes,	Requisito riformulato in modo

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
M) - Point M.1 (Amended)	<p>(i) the authority designated by the Member State of registry;</p> <p>(ii) in the case of commercial air transport, when the Member State of the operator is different from the State of registry, the authority agreed by the above two States prior to the approval of the maintenance programme.</p> <p>(iii) By derogation from point 4(i), when the continuing airworthiness of an aircraft not used in commercial air transport is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G, of this Annex (Part-M) not subject to the oversight of the Member State of registry, and only if agreed with the Member State of registry prior to the approval of the maintenance programme:</p> <p>(a) the authority designated by the Member State responsible for the oversight of the continuing airworthiness management organisation; or</p> <p>(b) the Agency if the continuing airworthiness management organisation is located in a third country.</p>	<p>(i) the authority designated by the Member State of registry; or</p> <p>(ii) If agreed with the Member State of registry prior to the approval of the maintenance programme:</p> <p>(a) the authority designated by the State where the operator has its principal place of business or is established or residing; or</p> <p>(b) the authority responsible for the oversight of the continuing airworthiness management organisation managing the continuing airworthiness of the aircraft, or with which a limited contract in accordance with M.A.201(i)(3) has been made by the owner.</p>	semplificato specificando in modo più lineare quale è l'autorità competente per approvazione PdM
Annex I (Part-M) Para M.A.201 (amended)	<p>.....<i>omissis</i>.....</p> <p>(d) The pilot-in-command or, in the case of commercial air transport, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.</p> <p>(e) In order to satisfy the responsibilities of point (a),</p> <p>(i) the owner of an aircraft may contract the tasks associated with continuing airworthiness to a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M). In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks. The contract described in Appendix I shall be used in this case;</p> <p>(ii) an owner who decides to manage the continuing airworthiness of the aircraft under its own responsibility, without a contract in accordance with Appendix I, may nevertheless make a limited contract for the development of the maintenance programme and processing its approval in accordance with point M.A.302 with:</p> <p>— a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M), or</p>	<p>.....<i>omissis</i>.....<b>punti da (a) a (c) restano invariati</b></p> <p>(d)The pilot-in-command or, in the case of air carriers licenced in accordance with Regulation (EC) No 1008/2008, the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.</p> <p>(e)In the case of aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:</p> <p>(1) ensure that no flight takes place unless the conditions defined in point (a) are met;</p> <p>(2) be approved, as part of its air operator certificate, as a continuing airworthiness management organisation pursuant to M.A. Subpart G (CAMO) for the aircraft it operates; and</p> <p>(3) be approved in accordance with Part-145 or establish a contract in accordance with M.A.708(c) with such organisation.</p> <p>(f)For complex motor-powered aircraft used for commercial specialised operations, or CAT other than those by air carriers licenced in accordance with Regulation (EC) No 1008/2008, or commercial ATOs, the operator shall ensure that:</p>	<p>Nuovo punto (d) : Sostituito CAT con CAT con Licenza 1008/2008</p> <p>Nuovo (punto e): Applicabile a CAT con licenza (precedente M.A.201(h))</p> <p>Nuovo punto (f): trasposizione del precedente punto M.A.201(i) reso applicabile agli operatori SPO, CAT Palloni e A to A, e ATO commerciali di</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

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	<p>— in the case of ELA2 aircraft not involved in commercial operations, a Part 145 or M.A. Subpart F maintenance organisation,</p> <p>In that case, the limited contract transfers the responsibility for the development and, except in the case where a declaration is issued by the owner in accordance with M.A.302(h), processing the approval of the maintenance programme to the contracted organisation.</p> <p>(f) In the case of large aircraft, in order to satisfy the responsibilities of point (a) the owner of an aircraft shall ensure that the tasks associated with continuing airworthiness are performed by an approved continuing airworthiness management organisation. A written contract shall be made in accordance with Appendix I. In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.</p> <p>(g) Maintenance of large aircraft, aircraft used for commercial air transport and components thereof shall be carried out by a Part-145 approved maintenance organisation.</p> <p>(h) In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall:</p> <ol style="list-style-type: none"> <li>1. be approved, as part of the air operator certificate issued by the competent authority, pursuant to Section A, Subpart G of this Annex (Part-M) for the aircraft it operates; and</li> <li>2. be approved in accordance with Annex II (Part-145) or contract such an organisation; and</li> <li>3. ensure that point (a) is satisfied.</li> </ol> <p>(i) When an operator is requested by a Member State to hold a certificate for commercial operations, other than for commercial air transport, it shall:</p> <ol style="list-style-type: none"> <li>1. be appropriately approved, pursuant to Section A, Subpart G of this Annex (Part-M), for the management of the continuing airworthiness of the aircraft it operates or contract such an organisation; and</li> <li>2. be appropriately approved in accordance with Section A, Subpart F of this Annex (Part-M) or Annex II (Part-145), or contract such organisations; and</li> <li>3. ensure that point (a) is satisfied.</li> </ol> <p>(j) The owner/operator is responsible for granting the competent authority access to the organisation/aircraft to determine continued compliance with this Part.</p>	<p>(1) no flight takes place unless the conditions defined in paragraph (a) are met;</p> <p>(2) the tasks associated with continuing airworthiness are performed by an approved CAMO. When the operator is not CAMO approved itself then the operator shall establish a written contract in accordance with Appendix I with such an organisation, and</p> <p>(3) the CAMO referred to in (2) is approved in accordance with Part-145 for the maintenance of the aircraft and components for installation thereon, or it has established a contract in accordance with M.A.708(c) with such organisations.</p> <p>(g) For complex motor-powered aircraft not included in point (e) or point (f), the owner shall ensure that:</p> <p>(1) no flight takes place unless the conditions defined in paragraph (a) are met;</p> <p>(2) the tasks associated with continuing airworthiness are performed by an approved CAMO. When the owner is not CAMO approved itself then the owner shall establish a written contract in accordance with Appendix I with such an organisation, and</p> <p>(3) the CAMO referred to in (2) is approved in accordance with Part-145 for the maintenance of the aircraft and components for installation thereon, or it has established a contract in accordance with M.A.708(c) with such organisations.</p> <p>(h) For other than complex motor-powered aircraft, used for commercial specialised operations, or CAT other than those by licenced air carriers in accordance with Regulation (EC) No 1008/2008, or commercial ATOs, the operator shall ensure that:</p> <p>(1) no flight takes place unless the conditions defined in point (a) are met;</p> <p>(2) the tasks associated with continuing airworthiness are performed by an approved CAMO. When the operator is not CAMO approved itself then the operator shall establish a written contract in accordance with Appendix I with such an organisation, and</p> <p>(3) the CAMO referred to in point (2) is approved in accordance with Part-M Subpart-F or Part-145 for the maintenance of the aircraft and components for installation thereon, or it has established a contract in accordance with M.A.708(c) with such organisations.</p>	<p>aeromobili CMPA (precedentemente Large Aircraft)</p> <p>Nuovo punto (g): traspone i requisiti del vecchio punto M.A.201(f) per aeromobili ad uso privato classificati CMPA (precedentemente Large Aircraft)</p> <p>Nuovo punto (h): trasposizione del precedente punto M.A.201(i) reso applicabile agli operatori SPO, CAT Palloni e A to A, e ATO commerciali di aeromobili di aeromobili other than CMPA (precedentemente other than Large Aircraft)</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

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		<p>(i) For other than complex motor-powered aircraft not included in point (e) or (h), or used for “limited operations”, the owner is responsible for ensuring that no flight takes place unless the conditions defined in point (a) are met. To that end, the owner shall:</p> <p>(1) contract the tasks associated with continuing airworthiness to an approved CAMO through a written contract in accordance with Appendix I, which will transfer the responsibility for the accomplishment of these tasks to the contracted CAMO, or;</p> <p>(2) manage the continuing airworthiness of the aircraft under its own responsibility, without contracting an approved CAMO, or;</p> <p>(3) manage the continuing airworthiness of the aircraft under its own responsibility and establish a limited contract for the development of the maintenance programme and for processing its approval in accordance with point M.A.302 with:</p> <p>— an approved CAMO, or</p> <p>—in the case of ELA2 aircraft, a Part-145 or M.A. Subpart F maintenance organisation.</p> <p>This limited contract transfers the responsibility for the development and, except in the case where a declaration is issued by the owner in accordance with M.A.302(h), processing the approval of the maintenance programme to the contracted organisation.</p> <p>(j)The owner/operator shall ensure that any person authorised by the competent authority is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with this Part.</p>	<p>Nuovo punto (i): traspone i requisiti del vecchio punto M.A.201(e) per aeromobili ad uso privato classificati other than CMPA (precedentemente other than Large Aircraft)</p> <p>Modificata formulazione precedente punto M.A.201(j) per estendere assicurazione dell'accesso dell'a</p>
Annex I (Part-M) Para M.A.301 (Amended)	2. The rectification in accordance with the data specified in point M.A.304 and/or point M.A.401, as applicable, of any defect and damage affecting safe operation, taking into account, for all large aircraft or aircraft used for commercial air transport, the minimum equipment list and configuration deviation list as applicable to the aircraft type;	2. the rectification in accordance with data specified in point M.A.304 and/or point M.A.401, as applicable, of any defect and damage affecting safe operation taking into account, the minimum equipment list (MEL) and configuration deviation list, when applicable;	Estesa l'applicabilità del requisito a tutti i tipi di aeromobile e operazioni
	4. for all large aircraft or aircraft used for commercial air transport the analysis of the effectiveness of the M.A.302 approved maintenance programme;	4.for all complex motor-powered aircraft or aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the analysis of the effectiveness of the M.A.302 approved maintenance programme;	Sostituiti i termini Large Aircraft e aeromobili usati per CAT Operation rispettivamente con CMPA e aeromobili usati da titolari di licenza secondo Reg. 1008/2008
	7. for non-mandatory modifications and/or inspections, for all large aircraft or aircraft used for commercial air transport the establishment of an embodiment policy;	7.for non-mandatory modifications and/or inspections, for all complex motor-powered aircraft or aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the establishment of an embodiment policy;	
Annex I (Part-	(c) When the continuing airworthiness of the aircraft is managed by a	(c)When the continuing airworthiness of the aircraft is managed by a continuing	Aggiornati i riferimenti ai paragrafi

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

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M) Para M.A.302 (Amended)	<p>continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) or when there is a limited contract between the owner and this organisation in accordance with point M.A.201(e)(ii), the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.</p> <p>(i) In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the competent authority responsible for that continuing airworthiness management organisation.</p> <p>(ii) The continuing airworthiness management organisation shall not use the indirect approval procedure when this organisation is not under the oversight of the Member State of Registry, unless an agreement exists in accordance with point M.1 (4)(ii) or (4)(iii), as applicable, transferring the responsibility for the approval of the aircraft maintenance programme to the competent authority responsible for the continuing airworthiness management organisation.</p>	<p>airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) or when there is a limited contract between the owner and this organisation in accordance with point M.A.201(i)(3), the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.</p> <p>(i) In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the Continuing Airworthiness Management Exposition and shall be approved by the competent authority responsible for that continuing airworthiness management organisation.</p> <p>(ii) The continuing airworthiness management organisation shall not use the indirect approval procedure when this organisation is not under the oversight of the Member State of Registry, unless an agreement exists in accordance with point M.1, paragraph 4(ii), transferring the responsibility for the approval of the aircraft maintenance programme to the competent authority responsible for the continuing airworthiness management organisation.</p>	M.A.201 e M.1 per tener conto delle variazioni introdotte in essi dal Reg. (UE) 2015/1536
	(f) For large aircraft, when the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.	(f) For complex motor-powered aircraft, when the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.	Sostituito il termine Large Aircraft con CMPA
Annex I (Part-M) Para M.A.305 (Amended)	(b) The aircraft continuing airworthiness records shall consist of: 1. an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards for any service life limited component as appropriate, and, 2. when required in point M.A.306 for commercial air transport or by the Member State for commercial operations other than commercial air transport, the operator's technical log.	(b) The aircraft continuing airworthiness records shall consist of: 1. an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards for any service life limited component as appropriate, and, 2. when required in point M.A.306, the operator's technical log.	Aggiornato contenuto punto (b) 2 del paragrafo per tener conto delle variazioni introdotte nel Paragrafo M.A.306 (titolo modificato da Operator's ad Aircraft technical log system) dal Reg. (UE) 2015/1536
Annex I (Part-M) Para M.A.306 (Amended)	<b>M.A.306 Operator's technical log system</b> (a) In the case of commercial air transport, in addition to the requirements of point M.A.305, an operator shall use an aircraft technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due	<b>M.A.306 Aircraft technical log system</b> (a) For CAT, commercial specialised operations and commercial ATO operations, in addition to the requirements of M.A.305, the operator shall use a technical log system containing the following information for each aircraft: 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept	Esteso il requisito che richiede l'uso dell'Aircraft technical log system a tutte le tipologie di operazioni commerciali



# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.	elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.	
Annex I (Part-M) Para M.A.402 (Replaced)	(a) All maintenance shall be performed by qualified personnel, following the methods, techniques, standards and instructions specified in the M.A.401 maintenance data. Furthermore, an independent inspection shall be carried out after any flight safety sensitive maintenance task unless otherwise specified by Annex II (Part-145) or agreed by the competent authority. (b) All maintenance shall be performed using the tools, equipment and material specified in the M.A.401 maintenance data unless otherwise specified by Annex II (Part-145). Where necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard. (c) The area in which maintenance is carried out shall be well organised and clean in respect of dirt and contamination. (d) All maintenance shall be performed within any environmental limitations specified in the M.A.401 maintenance data. (e) In case of inclement weather or lengthy maintenance, proper facilities shall be used. (f) After completion of all maintenance a general verification must be carried out to ensure the aircraft or component is clear of all tools, equipment and any other extraneous parts and material, and that all access panels removed have been refitted.	Except for maintenance performed by a maintenance organisation approved in accordance with Annex II (Part-145), any person or organisation performing maintenance shall: (a) be qualified for the tasks performed, as required by this part; (b) ensure that the area in which maintenance is carried out is well organised and clean in respect of dirt and contamination; (c) use the methods, techniques, standards and instructions specified in the M.A.401 maintenance data; (d) use the tools, equipment and material specified in the M.A.401 maintenance data. If necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard; (e) ensure that maintenance is performed within any environmental limitations specified in the M.A.401 maintenance data; (f) ensure that proper facilities are used in case of inclement weather or lengthy maintenance; (g) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised; (h) ensure that an error capturing method is implemented after the performance of any critical maintenance task; and (i) carry out a general verification after completion of maintenance to ensure the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removed have been refitted.	Paragrafo ristrutturato per escluderne l'applicabilità alle AMO 145 in virtù anche dell'introduzione del paragrafo 145.A.48. Il secondo capoverso del punto (a) è stato riformulato nei paragrafi (g) ed (h) e dettagliato nelle relative AMC/GM
Annex I (Part-M) Para M.A.403 (Amended)	(b) Only the authorised certifying staff, according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145) can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when: 1. the approved minimum equipment list as mandated by the competent authority is used by the pilot; or, 2. aircraft defects are defined as being acceptable by the competent authority. (c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the	(b) Only the authorised certifying staff, according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145) can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL is used by the pilot or by the authorised certifying staff. (c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data or the MEL.	Modificato punto (b) del paragrafo chiarendo che la decisione sui termini del differimento dei difetti può essere assunta solo dal CS in accordo ai Maintenance data, o dal Pilota o CS in accordo alle MEL (tale prerogativa non rientra più nelle possibilità dell'autorità competente  Nel paragrafo (c) aggiunte le MEL tra i documenti in accordo ai quali definire i termini del differimento difetti non compromettono la sicurezza delle operazioni

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	aircraft defect was first identified and within any limits specified in the maintenance data.		
Annex I (Part-M) Para M.A.502 (Amended)	(d) By derogation from point (a) and point M.A.801(b)2, maintenance of a component while installed or temporarily removed from an ELA1 aircraft not used in commercial air transport and performed in accordance with component maintenance data, may be performed by certifying staff referred to in point M.A.801(b)2, except for: 1. overhaul of components other than engines and propellers, and; 2. overhaul of engines and propellers for aircraft other than CS-VLA, CS-22 and LSA. Component maintenance performed in accordance with point (d) is not eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.	(d) By derogation from point (a) and point M.A.801(b)2, maintenance of a component while installed or temporarily removed from an ELA1 aircraft used by other than licenced air carriers in accordance with Regulation (EC) No 1008/2008, and performed in accordance with component maintenance data, may be performed by certifying staff referred to in point M.A.801(b)2, except for: 1. overhaul of components other than engines and propellers, and; 2. overhaul of engines and propellers for aircraft other than CS-VLA, CS-22 and LSA. Component maintenance performed in accordance with point (d) is not eligible for the issuance of an EASA Form 1 and shall be subject to the aircraft release requirements provided for in point M.A.801.	Nel paragrafo (d) sostituito “ <i>not used in commercial air transport</i> ” con “ <i>used by other than licenced air carriers in accordance with Regulation (EC) No 1008/2008</i> ”
Annex I (Part-M) Para M.A.504 (Amended)	(b) Unserviceable components shall be identified and stored in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such component. Nevertheless, for aircraft not used in commercial air transport other than large aircraft, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner provided that such transfer is reflected in the aircraft logbook or engine logbook or component logbook.	(b) Unserviceable components shall be identified and stored in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such component. Nevertheless, for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 and other than complex motor-powered aircraft, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner provided that such transfer is reflected in the aircraft logbook or engine logbook or component logbook.	Nel paragrafo (b) sostituito “ <i>not used in commercial air transport other than Large aircraft</i> ” con “ <i>not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 and other than complex motor-powered aircraft</i> ”
Annex I (Part-M) Para M.A.601 (Replaced)	<b>M.A.601 Scope</b> This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components not listed in point M.A.201(g).	<b>M.A.601 Scope</b> This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft other than complex motor powered aircraft and components to be installed therein.	Riformulato paragrafo per tener conto delle modifiche apportate al paragrafo M.A.201 e la sostituzione del concetto other than Large aircraft con other than CMPA e del “ <i>not used in CAT</i> ” con “ <i>not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008</i> ”
Annex I (Part-M) Para M.A.606 (Amended)	(g) The maintenance organisation shall have sufficient certifying staff to issue M.A.612 and M.A.613 certificates of release to service for aircraft and components. They shall comply with the requirements of Annex III (Part-66).	(g) The maintenance organisation shall have sufficient certifying staff to issue M.A.612 and M.A.613 certificates of release to service for aircraft and components. They shall comply with the requirements of Article 5 of Regulation (EU) No 1321/2014.	Modifica minore per cambiare riferimento all’Annesso III con il riferimento all’articolo del regolamento che ne richiama l’applicabilità
Annex I (Part-	(b) Notwithstanding point (a), , the approval shall be part of the air	(b) Notwithstanding point (a), , the approval shall be part of the air operator	Sostituito “ <i>for commercial air transport</i> ”

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
M) Para M.A.703 (Amended)	operator certificate issued by the competent authority, for the aircraft operated.	certificate issued by the competent authority, for the aircraft operated.	con “for licenced air carriers in accordance with Regulation (EC) No 1008/2008”
Annex I (Part-M) Para M.A.704 (Amended)	(a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information: 1. a statement signed by the accountable manager to confirm that the organisation will work in accordance with this Part and the exposition at all times, and; 2. the organisation's scope of work, and; 3. the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i), and; 4. an organisation chart showing associated chains of responsibility between all the person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i), and; 5. a list of the airworthiness staff referred to in point M.A.707, specifying, where applicable, the staff authorised to issue permits to fly in accordance with point M.A.711(c), and; 6. a general description and location of the facilities, and; 7. procedures specifying how the continuing airworthiness management organisation ensures compliance with this Part, and; 8. the continuing airworthiness management exposition amendment procedures, and; 9. the list of approved aircraft maintenance programmes, or, for aircraft not involved in commercial air transport, the list of ‘generic’ and ‘baseline’ maintenance programmes.	(a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information:  ...omissis... (same as points 1-8 of requirement in previous regulation)  9.the list of approved aircraft maintenance programmes, or, for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the list of “generic” and “baseline” maintenance programmes.	Sostituito “for aircraft not involved in commercial air transport” con “for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008”
Annex I (Part-M) Para M.A.706 (Amended)	(b) For commercial air transport the point (a) accountable manager shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.	(b)For licenced air carriers in accordance with Regulation (EC) No 1008/2008 the accountable manager referred to in point (a) shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.	Sostituito “for commercial air transport” con “for licenced air carriers in accordance with Regulation (EC) No 1008/2008”
	(d) For commercial air transport, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to point (c).	(d)For licenced air carriers in accordance with Regulation (EC) No 1008/2008, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to point (c).	
	(k) For all large aircraft and for aircraft used for commercial air transport the organisation shall establish and control the competence of personnel involved in the continuing airworthiness management, airworthiness review and/or quality audits in accordance with a	(k)For complex motor-powered aircraft and for aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the organisation shall establish and control the competence of personnel involved in the continuing airworthiness management, airworthiness review and/or quality	Sostituito “Large Aircraft “ con “complex motor-powered aircraft” e “for commercial air transport” con “for licenced air carriers in accordance with

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	procedure and to a standard agreed by the competent authority.	audits in accordance with a procedure and to a standard agreed by the competent authority;	<i>Regulation (EC) No 1008/2008</i>
Annex I (Part-M) Para M.A.707 (Amended)	<p>(a) To be approved to carry out airworthiness reviews and, if applicable, to issue permits to fly, an approved continuing airworthiness management organisation shall have appropriate airworthiness review staff to issue airworthiness review certificates or recommendations referred to in Section A of Subpart I and, if applicable, to issue a permit to fly in accordance with point M.A.711(c):</p> <p>1. For all aircraft used in commercial air transport, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:</p> <p>(a) at least five years' experience in continuing airworthiness; and</p> <p>(b) an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent; and</p> <p>(c) formal aeronautical maintenance training; and</p> <p>(d) a position within the approved organisation with appropriate responsibilities.</p> <p>(e) Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)1(b) may be replaced by five years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1(a).</p> <p>2. For aircraft not used in commercial air transport of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:</p> <p>(a) at least three years' experience in continuing airworthiness, and</p> <p>(b) an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent; and</p> <p>(c) appropriate aeronautical maintenance training; and</p> <p>(d) a position within the approved organisation with appropriate responsibilities;</p> <p>(e) Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)2(b) may be replaced by four years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2(a).</p>	<p>(a) To be approved to carry out airworthiness reviews and, if applicable, to issue permits to fly, an approved continuing airworthiness management organisation shall have appropriate airworthiness review staff to issue airworthiness review certificates or recommendations referred to in Section A of Subpart I and, if applicable, to issue a permit to fly in accordance with point M.A.711(c):</p> <p>1. For aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:</p> <p>(a) at least 5 years' experience in continuing airworthiness, and;</p> <p>(b) an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent, and;</p> <p>(c) formal aeronautical maintenance training, and;</p> <p>(d) a position within the approved organisation with appropriate responsibilities.</p> <p>(e) Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)1(b) may be replaced by 5 years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1(a).</p> <p>2. For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:</p> <p>(a) at least 3 years' experience in continuing airworthiness, and;</p> <p>(b) an appropriate license in compliance with Annex III (Part-66) or an aeronautical degree or a national equivalent, and;</p> <p>(c) appropriate aeronautical maintenance training, and;</p> <p>(d) a position within the approved organisation with appropriate responsibilities;</p> <p>(e) Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)2(b) may be replaced by 4 years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2(a).</p>	<p>Sostituito “.. used in commercial air transport” con “....used by licenced air carriers in accordance with Regulation (EC) No 1008/2008”</p>
Annex I (Part-M) Para M.A.708 (Amended)	<p>(b) For every aircraft managed, the approved continuing airworthiness management organisation shall:</p> <p>1. develop and control a maintenance programme for the aircraft managed including any applicable reliability programme,</p> <p>2. Present the aircraft maintenance programme and its amendments to the competent authority for approval, unless covered by an indirect approval procedure in accordance with point M.A.302(c), and provide a copy of the programme to the owner of aircraft not involved in commercial air transport,</p>	<p>(b) For every aircraft managed, the approved continuing airworthiness management organisation shall:</p> <p>1. develop and control a maintenance programme for the aircraft managed including any applicable reliability programme,</p> <p>2. present the aircraft maintenance programme and its amendments to the competent authority for approval, unless covered by an indirect approval procedure in accordance with point M.A.302(c), and for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 provide a copy of the programme to the owner or operator responsible in</p>	<p>Sostituito “...aircraft not involved in commercial air transport” con “.... aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008”</p> <p>Esplicitato obbligo per la CAMO di fornire copia del PdM e dei suoi emendamenti al proprietario o</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>3. manage the approval of modification and repairs,</p> <p>4. ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with Section A, Subpart H of this Annex (Part-M),</p> <p>5. ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact, are applied,</p> <p>6. ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation,</p> <p>7. ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary,</p> <p>8. coordinate scheduled maintenance, the application of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly,</p> <p>9. manage and archive all continuing airworthiness records and/or operator's technical log.</p> <p>10. ensure that the mass and balance statement reflects the current status of the aircraft.</p>	<p>accordance with M.A.201;</p> <p>...omissis...</p> <p><i>(same as points 3-10 of requirement in previous regulation)</i></p>	<p>all'operatore dell'aeromobile responsabile della CAW in accordo al M.A.201</p>
	<p>(c) In the case of commercial air transport, when the operator is not appropriately approved to Part-145, the operator shall establish a written maintenance contract between the operator and a Part-145 approved organisation or another operator, detailing the functions specified in points M.A.301-2, M.A.301-3, M.A.301-5 and M.A.301-6, ensuring that all maintenance is ultimately carried out by a Part-145 approved maintenance organisation and defining the support of the quality functions of point M.A.712(b). The aircraft base, scheduled line maintenance and engine maintenance contracts, together with all amendments, shall be approved by the competent authority. However, in the case of:</p> <p>1. an aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the Part-145 maintenance organisation.</p> <p>2. component maintenance, including engine maintenance, the contract as referred to in point (c) may be in the form of individual work orders addressed to the Part-145 maintenance organisation.</p>	<p>(c) In the case of complex motor-powered aircraft or aircraft used for CAT, or aircraft used for commercial specialised operations or commercial ATO operations, when the continuing airworthiness management organisation is not appropriately approved to Part-145 or Part-M.A. Subpart-F, the organisation shall in consultation with the operator, establish a written maintenance contract with a Part-145 or Part-M.A. Subpart-F approved organisation or another operator, detailing the functions specified under M.A.301-2, M.A.301-3, M.A.301-5 and M.A.301-6, ensuring that all maintenance is ultimately carried out by a Part-145 or Part-M.A. Subpart-F approved maintenance organisation and defining the support of the quality functions of M.A.712(b).</p>	<p>Modificato paragrafo inserendo l'obbligo per la CAMO in consultazione con l'operatore (precedentemente l'operatore) a contratto, se non approvata 145 o come applicabile MF, di sottoscrivere contratti con tali AMO non solo se l'aeromobile è impiegato in CAT soggetto a licenza 1008/2008 ma anche nel caso di aeromobili CMPA usati privatamente o usati in qualsiasi tipo di operazione commerciale.</p> <p>Rimosso nel paragrafo l'obbligo dell'approvazione da parte dell'autorità dei contratti di manutenzione base, manutenzione di linea programmata e per i componenti, e dei loro emendamenti.</p> <p>Vedi anche punto relativo al paragrafo M.B.701</p>
		<p>(d) Notwithstanding point (c), the contract may be in the form of individual work orders addressed to the Part-145 or Part-M.A. Subpart-F maintenance organisation in the case of:</p> <p>1. an aircraft requiring unscheduled line maintenance,</p> <p>2. component maintenance, including engine maintenance.</p>	<p>Paragrafo (d) aggiunto, ma il contenuto era già presente in relazione al trasporto passeggeri e merci nell'ultimo capoverso del vecchio paragrafo (c), includendo però i contratti anche con le AMO MF</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
Annex I (Part-M) Para M.A.709 (Amended)	(b) For aircraft not involved in commercial air transport, the approved continuing airworthiness management organisation may develop 'baseline' and/or 'generic' maintenance programmes in order to allow for the initial approval and/or the extension of the scope of an approval without having the contracts referred to in Appendix I to this Annex (Part-M). These 'baseline' and/or 'generic' maintenance programmes however do not preclude the need to establish an adequate Aircraft Maintenance Programme in compliance with point M.A.302 in due time before exercising the privileges referred to in point M.A.711.	(b) For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the approved continuing airworthiness management organisation may develop "baseline" and/or "generic" maintenance programmes in order to allow for the initial approval and/or the extension of the scope of an approval without having the contracts referred to in Appendix I to this Annex (Part M). These "baseline" and/or "generic" maintenance programmes however do not preclude the need to establish an adequate Aircraft Maintenance Programme in compliance with point M.A.302 in due time before exercising the privileges referred to in point M.A.711.	Sostituito "...aircraft not involved in commercial air transport" con "...aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008"
Annex I (Part-M) Para M.A.711 (Amended)	(a) A continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part-M) may: 1. manage the continuing airworthiness of aircraft, except those involved in commercial air transport, as listed on the approval certificate; 2. manage the continuing airworthiness of commercial air transport aircraft when listed both on its approval certificate and on its Air Operator Certificate (AOC); 3. arrange to carry out limited continuing airworthiness tasks with any contracted organisation, working under its quality system, as listed on the approval certificate; 4. extend, under the conditions of point M.A.901(f), an airworthiness review certificate that has been issued by the competent authority or by another continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part-M);	(a) A continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part-M) may: 1. manage the continuing airworthiness of aircraft, except those used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, as listed on the approval certificate. 2. manage the continuing airworthiness of aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, when listed both on its approval certificate and on its Air Operator Certificate (AOC).  ...omissis... (same as points 3-4 of requirement in previous regulation)	Sostituito "...except those not involved in commercial air transport" con "...except those not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008"  e nel punto 2 ".....of commercial air transport aircraft" con "aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008"
Annex I (Part-M) Para M.A.712 (Amended)	(e) In case of commercial air transport the quality system provided for in Section A, Subpart G of this Annex (Part M) shall be an integrated part of the operator's quality system. (f) In the case of a small organisation not managing the continuing airworthiness of aircraft used in commercial air transport, the quality system may be replaced by regular organisational reviews subject to the approval of the competent authority, except when the organisation issues airworthiness review certificates for aircraft above 2 730 kg MTOM other than balloons. In the case where there is no quality system, the organisation shall not contract continuing airworthiness management tasks to other parties.	(e) For licenced air carriers in accordance with Regulation (EC) No 1008/2008 the M.A. Subpart G quality system shall be an integrated part of the operator's quality system. (f) In the case of a small organisation not managing the continuing airworthiness of aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, the quality system may be replaced by regular organisational reviews subject to the approval of the competent authority, except when the organisation issues airworthiness review certificates for aircraft above 2 730 kg MTOM other than balloons. In the case where there is no quality system, the organisation shall not contract continuing airworthiness management tasks to other parties.	Sostituito "In case of commercial air transport....." con "For licenced air carriers in accordance with Regulation (EC) No 1008/2008....."
Annex I (Part-M) Para M.A.801 (Amended)	(c) By derogation from point M.A.801(b)2 for ELA1 aircraft not used in commercial air transport, aircraft complex maintenance tasks listed in Appendix VII to this Annex may be released by certifying staff referred to in point M.A.801(b)2; (d) By derogation from point M.A.801(b), in the case of unforeseen	(c) By derogation from point M.A.801(b)2 for ELA1 aircraft not used in CAT or not used in commercial specialised operations or not used in commercial ATO operations, aircraft complex maintenance tasks listed in Appendix VII may be released by certifying staff referred to in point M.A.801(b)2; (d) By derogation from point M.A.801(b), in the case of unforeseen situations,	Sostituito "ELA1 aircraft not used in commercial air transport" con "ELA1 aircraft not used in CAT or not used in commercial specialised operations or not used in commercial ATO operations"

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>situations, when an aircraft is grounded at a location where no approved maintenance organisation appropriately approved under this Annex or Annex II (Part-145) and no appropriate certifying staff are available, the owner may authorise any person, with not less than three years of appropriate maintenance experience and holding the proper qualifications, to maintain according to the standards set out in Subpart D of this Annex and release the aircraft. The owner shall in that case:</p> <ol style="list-style-type: none"> <li>1. obtain and keep in the aircraft records details of all the work carried out and of the qualifications held by that person issuing the certification; and</li> <li>2. ensure that any such maintenance is rechecked and released by an appropriately authorised person referred to in point M.A.801(b) or an organisation approved in accordance with Section A, Subpart F of this Annex (Part-M), or with Annex II (Part-145) at the earliest opportunity but within a period not exceeding seven days; and</li> <li>3. notify the organisation responsible for the continuing airworthiness management of the aircraft when contracted in accordance with point M.A.201(e), or the competent authority in the absence of such a contract, within seven days of the issuance of such certification authorisation;</li> </ol>	<p>when an aircraft is grounded at a location where no approved maintenance organisation appropriately approved under this Annex or Annex II (Part-145) and no appropriate certifying staff are available, the owner may authorise any person, with no less than 3 years of appropriate maintenance experience and holding the proper qualifications, to maintain according to the standards set out in Subpart D of this Annex and release the aircraft. The owner shall in that case:</p> <ol style="list-style-type: none"> <li>1. obtain and keep in the aircraft records details of all the work carried out and of the qualifications held by that person issuing the certification; and</li> <li>2. ensure that any such maintenance is rechecked and released by an appropriately authorised person referred to in point M.A.801(b) or an organisation approved in accordance with Section A, Subpart F of this Annex (Part-M), or with Annex II (Part-145) at the earliest opportunity but within a period not exceeding 7 days; and</li> <li>3. notify the organisation responsible for the continuing airworthiness management of the aircraft when contracted in accordance with point M.A.201 (i), or the competent authority in the absence of such a contract, within 7 days of the issuance of such certification authorisation.</li> </ol>	<p>Aggiornati riferimenti al paragrafo M.A.201 per tener conto della sua riorganizzazione</p>
Annex I (Part-M) Para M.A.803 (Amended)	(b) For any privately operated non-complex motor-powered aircraft of 2 730 kg MTOM and below, sailplane, powered sailplane or balloon, the Pilot-owner may issue a certificate of release to service after limited Pilot-owner maintenance as specified in Appendix VIII to this Annex.	(b) For any non-complex motor-powered aircraft of 2 730 kg MTOM and below, sailplane, powered sailplane or balloon, that are not used in CAT, or not used in commercial specialised operations or not used in commercial ATO operations, the pilot-owner may issue a certificate of release to service after limited pilot-owner maintenance as specified in Appendix VIII.	Sostituito il termine “privately” con “...not used in CAT, or not used in commercial specialised operations or not used in commercial ATO operations”
Annex I (Part-M) Para M.A.901 (Amended)	<p>(c) For all aircraft used in commercial air transport, and aircraft above 2 730 kg MTOM, except balloons, that are in a controlled environment, the organisation referred to in (b) managing the continuing airworthiness of the aircraft may, if appropriately approved, and subject to compliance with point (k):</p> <ol style="list-style-type: none"> <li>1. issue an airworthiness review certificate in accordance with point M.A.710, and;</li> <li>2. for the airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment, extend twice the validity of the airworthiness review certificate for a period of one year each time;</li> </ol> <p>(d) For all aircraft used in commercial air transport and aircraft above 2 730 kg MTOM, except balloons, that (i) are not in a controlled environment, or (ii) which continuing airworthiness is managed by a continuing airworthiness management organisation that does not hold the privilege to carry out airworthiness reviews, the airworthiness review certificate shall be issued by the competent authority upon</p>	<p>(c) For all aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, and aircraft above 2 730 kg MTOM, except balloons, that are in a controlled environment, the organisation referred to in (b) managing the continuing airworthiness of the aircraft may, if appropriately approved, and subject to compliance with point (k):</p> <ol style="list-style-type: none"> <li>1. issue an airworthiness review certificate in accordance with point M.A.710, and;</li> <li>2. for the airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment, extend twice the validity of the airworthiness review certificate for a period of 1 year each time;</li> </ol> <p>(d) For all aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 and aircraft above 2 730 kg MTOM, except balloons, that (i) are not in a controlled environment, or (ii) which continuing airworthiness is managed by a continuing airworthiness management organisation that does not hold the privilege to carry out airworthiness reviews, the airworthiness review certificate shall be issued by the competent authority</p>	<p>Sostituito nei punti (c) ed (e) “...used in commercial air transport.....” con “...used by licenced air carriers in accordance with Regulation (EC) No 1008/2008.....”</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>satisfactory assessment based on a recommendation made by a continuing airworthiness management organisation appropriately approved in accordance with Section A, Subpart G of this Annex (Part-M) sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.710;</p> <p>(e) For aircraft not used in commercial air transport of 2 730 kg MTOM and below, and balloons, any continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part-M) and appointed by the owner or operator may, if appropriately approved and subject to point (k):</p> <ol style="list-style-type: none"> <li>1. issue the airworthiness review certificate in accordance with point M.A.710, and;</li> <li>2. for airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment under its management, extend twice the validity of the airworthiness review certificate for a period of one year each time;</li> </ol>	<p>upon satisfactory assessment based on a recommendation made by a continuing airworthiness management organisation appropriately approved in accordance with Section A, Subpart G of this Annex (Part M) sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.710;</p> <p>(e) For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 of 2 730 kg MTOM and below, and balloons, any continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) and appointed by the owner or operator may, if appropriately approved and subject to point (k):</p> <ol style="list-style-type: none"> <li>1. issue the airworthiness review certificate in accordance with point M.A.710, and;</li> <li>2. for airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment under its management, extend twice the validity of the airworthiness review certificate for a period of 1 year each time;</li> </ol>	
	<p>(g) By derogation from points M.A.901(e) and M.A.901(i)2, for ELA1 aircraft not used in commercial air transport and not affected by point M.A.201(i), the airworthiness review certificate may also be issued by the competent authority upon satisfactory assessment, based on a recommendation made by certifying staff formally approved by the competent authority and complying with provisions of Annex III (Part-66) as well as requirements laid down in point M.A.707(a)2(a), sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.710 and shall not be issued for more than two consecutive years;</p>	<p>(g) By derogation from points M.A.901(e) and M.A.901(i)2, for ELA1 aircraft not used in CAT or not used in commercial specialised operations or not used in commercial ATO operations, the airworthiness review certificate may also be issued by the competent authority upon satisfactory assessment, based on a recommendation made by certifying staff formally approved by the competent authority and complying with provisions of Annex III (Part-66) as well as requirements laid down in point M.A.707(a)2(a), sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.710 and shall not be issued for more than two consecutive years;</p>	<p>Sostituito “ ....not used in commercial air transport and not affected by point M.A.201(i).....” con “....not used in CAT or not used in commercial specialised operations or not used in commercial ATO operations .....”</p>
Annex I (Part-M) Para M.B.105 (Amended)	<p>(a) In order to contribute to the improvement of air safety, the competent authorities shall participate in a mutual exchange of all necessary information in accordance with Article 15 of Regulation (EC) No 216/2008.</p>	<p>(a) In order to contribute to the improvement of air safety, the competent authorities shall participate in a mutual exchange of all necessary information in accordance with Article 15 of Regulation (EC) No 216/2008.</p>	<p>Erroneamente indicato nel reg. 2015/1536 come oggetto di modifica</p>
Annex I (Part-M) Para M.B.303 (Replaced)	<p>(a) The competent authority shall develop a survey programme to monitor the airworthiness status of the fleet of aircraft on its register.</p> <p>(b) The survey programme shall include sample product surveys of aircraft.</p> <p>(c) The programme shall be developed taking into account the number of aircraft on the register, local knowledge and past surveillance activities.</p>	<p>(a) The competent authority shall develop a survey programme on a risk-based approach to monitor the airworthiness status of the fleet of aircraft on its register.</p> <p>(b) The survey programme shall include sample product surveys of aircraft and shall cover all aspects of airworthiness key risk elements.</p> <p>(c) The product survey shall sample the airworthiness standards achieved, on the basis of the applicable requirements, and identify any findings.</p>	<p>Paragrafo riorganizzato per evidenziare:</p> <ol style="list-style-type: none"> <li>1. l'approccio risk based nella definizione del sample survey program;</li> <li>2. l'obbligo per l'autorità di approfondire con root cause analysis solamente i finding ritenuti significativi per la</li> </ol>



# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>(d) The product survey shall focus on a number of key risk airworthiness elements and identify any findings. Furthermore, the competent authority shall analyse each finding to determine its root cause.</p> <p>(e) All findings shall be confirmed in writing to the person or organisation accountable according to point M.A.201.</p> <p>(f) The competent authority shall record all findings, closure actions and recommendations.</p> <p>(g) If during aircraft surveys evidence is found showing non-compliance to a requirement laid down in this Annex (Part-M), the competent authority shall take actions in accordance with point M.B.903.</p> <p>(h) If the root cause of the finding identifies a non-compliance with any Subpart or with another Part, the non-compliance shall be dealt with as prescribed by the relevant Part.</p> <p>(i) In order to facilitate appropriate enforcement action, competent authorities shall exchange information on non-compliances identified in accordance with point (h).</p>	<p>(d) Any findings identified shall be categorised against the requirements of this Part and confirmed in writing to the person or organisation accountable according to M.A.201. The competent authority shall have a process in place to analyse findings for their safety significance.</p> <p>(e) The competent authority shall record all findings and closure actions.</p> <p>(f) If during aircraft surveys evidence is found showing non-compliance with this Part or with any other Part, the finding shall be dealt with as prescribed by the relevant Part.</p> <p>(g) If so required to ensure appropriate enforcement action, the competent authority shall exchange information on non-compliances identified in accordance with point (f) with other competent authorities.</p>	<p>sicurezza sulla base di un processo ad hoc stabilito dalla autorità;</p>
Annex I (Part-M) Para M.B.304 (Replaced)	<p>The competent authority shall:</p> <p>(a) suspend an airworthiness review certificate on reasonable grounds in the case of potential safety threat, or;</p> <p>(b) suspend, revoke or limit an airworthiness review certificate pursuant to point M.B.303(g).</p>	<p>The competent authority shall:</p> <p>(a) suspend an airworthiness review certificate on reasonable grounds in the case of potential safety threat, or;</p> <p>(b) suspend or revoke an airworthiness review certificate pursuant to M.B.903(1).</p>	<p>Sostituito il riferimento al paragrafo M.B.303(g) con M.B.903(1), rimuovendo la possibilità di limitare l'ARC, casistica non pertinente per il documento.</p>
Annex I (Part-M) Para M.B.701 (Amended)	<p>(a) For commercial air transport the competent authority shall receive for approval with the initial application for the air operator's certificate and where applicable any variation applied for and for each aircraft type to be operated:</p> <ol style="list-style-type: none"> <li>1. the continuing airworthiness management exposition;</li> <li>2. the operator's aircraft maintenance programmes;</li> <li>3. the aircraft technical log;</li> <li>4. where appropriate the technical specification of the maintenance contracts between the operator and Part-145 approved maintenance organisation.</li> </ol>	<p>(a) For licenced air carriers in accordance with Regulation (EC) No 1008/2008 the competent authority shall receive for approval with the initial application for the air operator's certificate and where applicable any variation applied for and for each aircraft type to be operated:</p> <ol style="list-style-type: none"> <li>1. the continuing airworthiness management exposition;</li> <li>2. the operator's aircraft maintenance programmes;</li> <li>3. the aircraft technical log;</li> <li>4. where appropriate the technical specification of the maintenance contracts between the CAMO and Part-145 approved maintenance organisation.</li> </ol>	<p>Sostituito " ....commercial air transport....." con "...licenced air carriers in accordance with Regulation (EC) No 1008/2008....."</p>
Annex I (Part-M) Para M.B.703 (Amended)	<p>(d) In the case of commercial air transport, the information contained on an EASA Form 14 will be included on the air operator's certificate.</p>	<p>(d) In the case of licenced air carriers in accordance with Regulation (EC) No 1008/2008, the information contained on an EASA Form 14 will be included on the air operator's certificate.</p>	
Annex I (Part-M) Para M.B.902 (Amended)	<p>(b) The competent authority shall have appropriate airworthiness review staff to carry out the airworthiness reviews.</p> <ol style="list-style-type: none"> <li>1. For all aircraft used in commercial air transport, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:</li> </ol> <p>(a) at least five years experience in continuing airworthiness, and;</p>	<p>(b) The competent authority shall have appropriate airworthiness review staff to carry out the airworthiness reviews.</p> <ol style="list-style-type: none"> <li>1. For all aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:</li> </ol>	<p>Sostituito nel punto 1 " ....in commercial air transport....." con "...by licenced air carriers in accordance with Regulation (EC) No 1008/2008....."</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>(b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognized maintenance personnel qualification appropriate to the aircraft category (when Annex III (Part-66) refers to national rules) or an aeronautical degree or equivalent, and;</p> <p>(c) formal aeronautical maintenance training, and;</p> <p>(d) a position with appropriate responsibilities.</p> <p>Notwithstanding the points 'a' to 'd' above, the requirement laid down in point M.B.902(b)1b may be replaced by five years of experience in continuing airworthiness additional to those already required by point M.B.902(b)1a.</p> <p>2. For aircraft not used in commercial air transport of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:</p> <p>(a) at least three years experience in continuing airworthiness, and;</p> <p>(b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognized maintenance personnel qualification appropriate to the aircraft category (when Annex III (Part-66) refers to national rules) or an aeronautical degree or equivalent, and;</p> <p>(c) appropriate aeronautical maintenance training, and;</p> <p>(d) a position with appropriate responsibilities.</p> <p>Notwithstanding the points 'a' to 'd' above, the requirement shown in point M.B.902(b)2b may be replaced by four years of experience in continuing airworthiness additional to those already required by point M.B.902(b)2a.</p>	<p>(a) at least 5 years' experience in continuing airworthiness, and;</p> <p>(b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognised maintenance personnel qualification appropriate to the aircraft category (when Article 5(6) refers to national rules) or an aeronautical degree or equivalent, and;</p> <p>(c) formal aeronautical maintenance training, and;</p> <p>(d) a position with appropriate responsibilities.</p> <p>Notwithstanding points (a) to (d), the requirement laid down in point M.B.902(b)1b may be replaced by 5 years of experience in continuing airworthiness additional to those already required by point M.B.902(b)1a.</p> <p>2. For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:</p> <p>(a) at least 3 years' experience in continuing airworthiness, and;</p> <p>(b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognised maintenance personnel qualification appropriate to the aircraft category (when Article 5(6) refers to national rules) or an aeronautical degree or equivalent, and;</p> <p>(c) appropriate aeronautical maintenance training, and;</p> <p>(d) a position with appropriate responsibilities.</p> <p>Notwithstanding points (a) to (d), the requirement shown in point M.B.902(b)2b may be replaced by 4 years of experience in continuing airworthiness additional to those already required by point M.B.902(b)2a.</p>	
Annex I (Part-M) Appendix I (Replaced)	<p style="text-align: center;"><b>Continuing Airworthiness Arrangement</b></p> <p>1. When an owner contracts a continuing airworthiness management organisation approved under Section A, Subpart G of this Annex (Part-M) in accordance with point M.A.201 to carry out continuing airworthiness management tasks, upon request by the competent authority a copy of the arrangement shall be sent by the owner to the competent authority of the Member State of registry once it has been signed by both parties.</p> <p>2. The arrangement shall be developed taking into account the requirements of this Annex (Part-M) and shall define the obligations of the signatories in relation to continuing airworthiness of the aircraft.</p> <p>3. It shall contain as a minimum the:</p> <ul style="list-style-type: none"> <li>— aircraft registration,</li> <li>— aircraft type,</li> <li>— aircraft serial number,</li> <li>— aircraft owner or registered lessee's name or company details including the address,</li> </ul>	<p style="text-align: center;"><b>Continuing airworthiness management contract</b></p> <p>1. When an owner/operator contracts in accordance with M.A.201 a continuing airworthiness organisation approved pursuant Part-M Subpart-G (CAMO) to carry out continuing airworthiness management tasks, upon request by the competent authority a copy of the contract shall be sent by the owner/operator to the competent authority of the Member State of registry once it has been signed by both parties.</p> <p>2. The contract shall be developed taking into account the requirements of Part M and shall define the obligations of the signatories in relation to continuing airworthiness of the aircraft.</p> <p>3. It shall contain as a minimum the:</p> <ul style="list-style-type: none"> <li>— aircraft registration,</li> <li>— aircraft type,</li> <li>— aircraft serial number,</li> <li>— aircraft owner or registered lessee's name or company details including the address,</li> <li>— CAMO details including the address.</li> </ul>	<p>Sostituito il termine arrangement con il termine management contract</p> <p>Aggiunto il riferimento all' "operator" come equivalente all' owner</p> <p>Evidenziata la necessità di tener conto del tipo di operazioni in cui è impiegato l'aeromobile</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>— details of the continuing airworthiness management organisation approved under Section A, Subpart G of this Annex (Part-M), including the address.</p> <p>4. It shall state the following: ‘The owner entrusts to the approved organisation the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the airworthiness authorities of the Member State where the aircraft is registered, and the organisation of the maintenance of the aircraft according to said maintenance programme in an approved organisation. According to the present arrangement, both signatories undertake to follow the respective obligations of this arrangement. The owner certifies, to the best of their belief that all the information given to the approved organisation concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the approved organisation. In case of any non-conformity with this arrangement, by either of the signatories, it will become null. In such a case, the owner will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the owner will undertake to inform the competent authorities of the Member State of registry within two full weeks.’</p> <p>5. When an owner contracts a continuing airworthiness management organisation approved under Section A, Subpart G of this Annex (Part-M) in accordance with point M.A.201, the obligations of each party shall be shared as follows:</p> <p>5.1. Obligations of the approved organisation:</p> <ol style="list-style-type: none"> <li>1. have the aircraft type in the scope of its approval;</li> <li>2. respect the conditions to maintain the continuing airworthiness of the aircraft listed below: <ol style="list-style-type: none"> <li>(a) develop a maintenance programme for the aircraft, including any reliability programme developed, if applicable;</li> <li>(b) declare the maintenance tasks (in the maintenance programme) that may be carried out by the pilot-owner in accordance with point M.A.803(c);</li> <li>(c) organise the approval of the aircraft's maintenance programme;</li> <li>(d) once it has been approved, give a copy of the aircraft's maintenance programme to the owner;</li> <li>(e) organise a bridging inspection with the aircraft's prior maintenance programme;</li> <li>(f) organise for all maintenance to be carried out by an approved maintenance organisation;</li> </ol> </li> </ol>	<p>—type of operation</p> <p>4. It shall state the following: “The owner/operator entrusts to the CAMO the management of the continuing airworthiness of the aircraft, the development of a maintenance programme that shall be approved by the competent authority as detailed in M.1 and the organisation of the maintenance of the aircraft according to said maintenance programme. According to the present contract, both signatories undertake to follow the respective obligations of this contract. The owner/operator declares, to the best of its belief that all the information given to the CAMO concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the CAMO In case of any non-conformity with this contract, by either of the signatories, it will become null. In such a case, the owner/operator will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the owner will undertake to inform the competent authorities of the Member State of registry within two full weeks.”</p> <p>5. When an owner/operator contracts a CAMO in accordance with M.A.201 the obligations of each party shall be shared as follows:</p> <p>5.1. Obligations of the CAMO:</p> <ol style="list-style-type: none"> <li>1. have the aircraft type in the scope of its approval;</li> <li>2. respect the conditions to maintain the continuing airworthiness of the aircraft listed below: <ol style="list-style-type: none"> <li>(a) develop a maintenance programme for the aircraft, including any reliability programme developed, if applicable;</li> <li>(b) declare the maintenance tasks (in the maintenance programme) that may be carried out by the pilot-owner in accordance with point M.A.803(c);</li> <li>(c) organise the approval of the aircraft's maintenance programme;</li> <li>(d) once it has been approved, give a copy of the aircraft's maintenance programme to the owner/operator;</li> <li>(e) organise a bridging inspection with the aircraft's prior maintenance programme;</li> <li>(f) organise for all maintenance to be carried out by an approved maintenance organisation;</li> <li>(g)organise for all applicable airworthiness directives to be applied;</li> <li>(h)organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the owner to be corrected by an approved maintenance organisation coordinate scheduled maintenance, the application of airworthiness directives, the</li> </ol> </li> </ol>	<p>Esplicitato il riferimento al paragrafo M.1 per l'identificazione della competent authority per l'approvazione</p> <p>Compattati precedenti punti (h) e (i)</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>(g) organise for all applicable airworthiness directives to be applied; (h) organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the owner to be corrected by an approved maintenance organisation; (i) coordinate scheduled maintenance, the application of airworthiness directives, the replacement of life limited parts, and component inspection requirements; (j) inform the owner each time the aircraft shall be brought to an approved maintenance organisation; (k) manage all technical records; (l) archive all technical records;</p> <p>3. organise the approval of any modification to the aircraft in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 before it is embodied;</p> <p>4. organise the approval of any repair to the aircraft in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 before it is carried out;</p> <p>5. inform the competent authority of the Member State of registry whenever the aircraft is not presented to the approved maintenance organisation by the owner as requested by the approved organisation;</p> <p>6. inform the competent authority of the Member State of registry whenever the present arrangement has not been respected;</p> <p>7. carry out the airworthiness review of the aircraft when necessary and issue the airworthiness review certificate or the recommendation to the competent authority of the Member State of registry;</p> <p>8. send within 10 days a copy of any airworthiness review certificate issued or extended to the competent authority of the Member State of registry;</p> <p>9. carry out all occurrence reporting mandated by applicable regulations;</p> <p>10. inform the competent authority of the Member State of registry whenever the present arrangement is denounced by either party.</p> <p>5.2. Obligations of the owner</p> <ol style="list-style-type: none"> <li>1. have a general understanding of the approved maintenance programme;</li> <li>2. have a general understanding of this Annex (Part-M);</li> <li>3. present the aircraft to the approved maintenance organisation agreed with the approved organisation at the due time designated by the approved organisation's request;</li> <li>4. not modify the aircraft without first consulting the approved organisation;</li> <li>5. inform the approved organisation of all maintenance exceptionally carried out without the knowledge and control of the approved</li> </ol>	<p>replacement of life limited parts, and component inspection requirements;</p> <ol style="list-style-type: none"> <li>(i) inform the owner each time the aircraft shall be brought to an approved maintenance organisation;</li> <li>(j) manage all technical records;</li> <li>(k) archive all technical records;</li> </ol> <p>3. organise the approval of any modification to the aircraft in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012 before it is embodied;</p> <p>4. organise the approval of any repair to the aircraft in accordance with the Annex I (Part-21) to Regulation (EU) No 748/2012 before it is carried out;</p> <p>5. inform the competent authority of the Member State of registry whenever the aircraft is not presented to the approved maintenance organisation by the owner as requested by the approved organisation;</p> <p>6. inform the competent authority of the Member State of registry whenever the present contract has not been respected;</p> <p>7. ensure that the airworthiness review of the aircraft is carried out when necessary and ensure that the airworthiness review certificate is issued or a recommendation is sent to the competent authority of the Member State of registry;</p> <p>8. send within 10 days a copy of any airworthiness review certificate issued or extended to the competent authority of the Member State of registry;</p> <p>9. carry out all occurrence reporting mandated by applicable regulations;</p> <p>10. inform the competent authority of the Member State of registry whenever the present contract is denounced by either party.</p> <p>5.2. Obligations of the owner/operator:</p> <ol style="list-style-type: none"> <li>1. have a general understanding of the approved maintenance programme;</li> <li>2. have a general understanding of this Annex (Part-M);</li> <li>3. present the aircraft to the approved maintenance organisation agreed with the CAMO at the due time designated by the CAMO's request;</li> <li>4. not modify the aircraft without first consulting the CAMO;</li> <li>5. inform the CAMO of all maintenance exceptionally carried out without the knowledge and control of the CAMO;</li> <li>6. report to the CAMO through the logbook all defects found during operations;</li> <li>7. inform the competent authority of the Member State of registry whenever the present contract is denounced by either party;</li> <li>8. inform the CAMO and competent authority of the Member State of</li> </ol>	<p>Modificato il paragrafo per tener conto che la CAMO che gestisce la CAW può non avere il privilegio di effettuare l'AR</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>organisation;</p> <p>6. report to the approved organisation through the logbook all defects found during operations;</p> <p>7. inform the competent authority of the Member State of registry whenever the present arrangement is denounced by either party;</p> <p>8. inform the competent authority of the Member State of registry and the approved organisation whenever the aircraft is sold;</p> <p>9. carry out all occurrence reporting mandated by applicable regulations;</p> <p>10. inform on a regular basis the approved organisation about the aircraft flying hours and any other utilisation data, as agreed with the approved organisation;</p> <p>11. enter the certificate of release to service in the logbooks as mentioned in point M.A.803(d) when performing pilot-owner maintenance without exceeding the limits of the maintenance tasks list as declared in the approved maintenance programme as laid down in point M.A.803(c);</p> <p>12. inform the approved continuing airworthiness management organisation responsible for the management of the continuing airworthiness of the aircraft not later than 30 days after completion of any pilot-owner maintenance task in accordance with point M.A.305(a).</p>	<p>registry whenever the aircraft is sold;</p> <p>9. carry out all occurrence reporting mandated by applicable regulations;</p> <p>10. inform on a regular basis the CAMO about the aircraft flying hours and any other utilisation data, as agreed with the CAMO;</p> <p>11. enter the certificate of release to service in the logbooks as mentioned in point M.A.803(d) when performing pilot-owner maintenance without exceeding the limits of the maintenance tasks list as declared in the approved maintenance programme as laid down in point M.A.803(c);</p> <p>12. inform the CAMO not later than 30 days after completion of any pilot-owner maintenance task in accordance with point M.A.305(a).</p>	
Annex I (Part-M) Appendix VI (Replaced)	EASA Form 14 Issue 3	EASA Form 14 Issue 4	EASA Form 14 Revised per modificare riferimenti regolamentari e per introdurre il riferimento alla parte T
Annex I (Part-M) Appendix VIII (Amended)	<p>(b) Tasks</p> <p>The Pilot-owner may carry out simple visual inspections or operations to check for general condition and obvious damage and normal operation of the airframe, engines, systems and components.</p> <p>Maintenance tasks shall not be carried out by the Pilot-owner when the task:</p> <p>1. is critically safety related, whose incorrect performance will drastically affect the airworthiness of the aircraft or is a flight safety sensitive maintenance task as specified in point M.A.402(a) and/or;</p> <p>2. requires the removal of major components or major assembly and/or;</p> <p>3. is carried out in compliance with an Airworthiness Directive or an Airworthiness Limitation Item, unless specifically allowed in the AD or the ALI and/or;</p> <p>4. requires the use of special tools, calibrated tools (except torque</p>	<p>(b) Tasks</p> <p>The Pilot-owner may carry out simple visual inspections or operations to check for general condition and obvious damage and normal operation of the airframe, engines, systems and components.</p> <p>Maintenance tasks shall not be carried out by the Pilot-owner when the task:</p> <p>1. is a critical maintenance task;</p> <p>...omissis... (same as points 2-9 of requirement in previous regulation)</p> <p>The criteria 1 to 9 cannot be overridden by less restrictive instructions issued in accordance with 'M.A.302(d) Maintenance Programme'.</p> <p>Any task described in the aircraft flight manual as preparing the aircraft for flight (Example: assembling the glider wings or pre-flight), is considered to be a pilot task and is not considered a Pilot-owner maintenance task and therefore does not require a Certificate of Release to Service.</p>	Modificato Appendix VIII punto (b)1 per tener conto delle variazioni introdotte nel paragrafo M.A.402

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	<p>wrench and crimping tool) and/or;</p> <p>5. requires the use of test equipments or special testing (e.g. NDT, system tests or operational checks for avionic equipment) and/or;</p> <p>6. is composed of any unscheduled special inspections (e.g. heavy landing check) and/or;</p> <p>7. is effecting systems essential for the IFR operations and/or;</p> <p>8. is listed in Appendix VII to this Annex or is a component maintenance task in accordance with points M.A.502(a), (b), (c) or (d) and/or;</p> <p>9. is part of the annual or 100h check contained in the Minimum Inspection Programme described in M.A.302(i).</p> <p>The criteria 1 to 9 cannot be overridden by less restrictive instructions issued in accordance with 'M.A.302(d) Maintenance Programme'.</p> <p>Any task described in the aircraft flight manual as preparing the aircraft for flight (Example: assembling the glider wings or pre-flight), is considered to be a pilot task and is not considered a Pilot-owner maintenance task and therefore does not require a Certificate of Release to Service.</p>		
<p>Annex II (Part-145) Para 145.A.30 (Amended)</p>	<p>(h) Any organisation maintaining aircraft, except where stated otherwise in point (j) shall:</p> <p>1. in the case of base maintenance of large aircraft, have appropriate aircraft type rated certifying staff qualified as category C in accordance with Part-66 and point 145.A.35. In addition the organisation shall have sufficient aircraft type rated staff qualified as category B1, B2 as appropriate in accordance with Part-66 and point 145.A.35 to support the category C certifying staff.</p> <p>(i) B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.</p> <p>(ii) The organisation shall maintain a register of any such B1 and B2 support staff.</p> <p>(iii) The category C certifying staff shall ensure that compliance with point (i) has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.</p> <p>2. in the case of base maintenance of aircraft other than large aircraft have either:</p> <p>(i) appropriate aircraft rated certifying staff qualified as category B1, B2, B3, as appropriate, in accordance with Annex III (Part-66) and</p>	<p>(h) Any organisation maintaining aircraft, except where stated otherwise in point (j) shall:</p> <p>1. in the case of base maintenance of complex motor-powered aircraft, have appropriate aircraft type rated certifying staff qualified as category C in accordance with Part-66 and 145.A.35. In addition the organisation shall have sufficient aircraft type rated staff qualified as category B1, B2 as appropriate in accordance with Part-66 and 145.A.35 to support the category C certifying staff.</p> <p>(i) B1 and B2 support staff shall ensure that all relevant tasks or inspections have been carried out to the required standard before the category C certifying staff issues the certificate of release to service.</p> <p>(ii) The organisation shall maintain a register of any such B1 and B2 support staff.</p> <p>(iii) The category C certifying staff shall ensure that compliance with paragraph (i) has been met and that all work required by the customer has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the operator to defer such work to another specified check or time limit.</p> <p>2. in the case of base maintenance of aircraft other than complex motor-powered aircraft have either:</p> <p>(i) appropriate aircraft rated certifying staff qualified as category B1, B2, B3, as appropriate, in accordance with Annex III (Part-66) and point 145.A.35 or,</p>	<p>Sostituito il termine Large Aircraft (o other than Large Aircraft) con Complex Motor-powered aircraft (o other than Complex Motor-powered aircraft)</p>

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	point 145.A.35; or (ii) appropriate aircraft rated certifying staff qualified in category C assisted by support staff as specified in point 145.A.35(a)(i). (i) Component certifying staff shall comply with Annex III (Part-66).	(ii) appropriate aircraft rated certifying staff qualified in category C assisted by support staff as specified in point 145.A.35(a)(i). (i) Component certifying staff shall comply with the provisions of Article 5(6) of Regulation (EU) No 1321/2014.	
Annex II (Part-145) Para 145.A.48 (New)		<b>145.A.48 Performance of maintenance</b> The organisation shall establish procedures to ensure that: (a) after completion of maintenance a general verification is carried out to ensure that the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removed have been refitted; (b) an error capturing method is implemented after the performance of any critical maintenance task; (c) the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised; and, (d) damage is assessed and modifications and repairs are carried out using data specified in point M.A.304.	Aggiunto il paragrafo ex novo pur riportando concetti già noti e contenuti nella Parte M e nella AMC al paragrafo 145.A.65
Annex II (Part-145) Para 145.A.65 (Amended)	(b) The organisation shall establish procedures agreed by the competent authority taking into account human factors and human performance to ensure good maintenance practices and compliance with this Part which shall include a clear work order or contract such that aircraft and components may be released to service in accordance with point 145.A.50. 1. The maintenance procedures under this point apply to points 145.A.25 to 145.A.95. 2. The maintenance procedures established or to be established by the organisation under this point shall cover all aspects of carrying out the maintenance activity, including the provision and control of specialised services and lay down the standards to which the organisation intends to work. 3. With regard to aircraft line and base maintenance, the organisation shall establish procedures to minimise the risk of multiple errors and capture errors on critical systems, and to ensure that no person is required to carry out and inspect in relation to a maintenance task involving some element of disassembly/reassembly of several components of the same type fitted to more than one system on the same aircraft during a particular maintenance check. However, when only one person is available to carry out these tasks then the organisation's work card or worksheet shall include an additional stage for reinspection of the work by this person after completion of all the same tasks. 4. Maintenance procedures shall be established to ensure that damage is assessed and modifications and repairs are carried out using data specified in point M.A.304.	(b) The organisation shall establish procedures agreed by the competent authority taking into account human factors and human performance to ensure good maintenance practices and compliance with the applicable requirements established in 145.A.25 to 145.A.95. The procedures under this point shall: 1. ensure that a clear work order or contract has been agreed between the organisation and the organisation requesting maintenance to clearly establish the maintenance to be carried out so that aircraft and components may be released to service in accordance with 145.A.50; and, 2. cover all aspects of carrying out maintenance, including the provision and control of specialised services and lay down the standards to which the organisation intends to work.	Modificato in toto il punto (b) per tener conto della pubblicazione del nuovo paragrafo 145.A.48

# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
Annex III (Part-66) Para 66.A.30 (Amended)	<p>(a) An applicant for an aircraft maintenance licence shall have acquired:</p> <p>1. for category A, subcategories B1.2 and B1.4 and category B3:</p> <p>(i) 3 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or</p> <p>(ii) 2 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker, in a technical trade; or</p> <p>(iii) 1 year of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147);</p> <p>2. for category B2 and subcategories B1.1 and B1.3:</p> <p>(i) 5 years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or</p> <p>(ii) 3 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker, in a technical trade; or</p> <p>(iii) 2 years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147);</p> <p>3. for category C with respect to large aircraft:</p> <p>(i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as support staff according to point 145.A.35, or, a combination of both; or</p> <p>(ii) 5 years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as support staff according to point 145.A.35, or a combination of both;</p> <p>4. for category C with respect to other than large aircraft: 3 years of experience exercising category B1 or B2 privileges on other than large aircraft or as support staff according to point 145.A.35(a), or a combination of both;</p> <p>5. for category C obtained through the academic route: an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution recognised by the competent authority, 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including 6 months of observation of base maintenance tasks.</p>	<p>(a) An applicant for an aircraft maintenance licence shall have acquired:</p> <p><b>...omissis...</b> <i>(same as points 1-2 of requirement in previous regulation)</i></p> <p>3.for category C with respect to complex motor-powered aircraft:</p> <p>(i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on complex motor-powered aircraft or as support staff according to point 145.A.35, or, a combination of both; or</p> <p>(ii) 5 years of experience exercising category B1.2 or B1.4 privileges on complex motor-powered aircraft or as support staff according to point 145.A.35, or a combination of both;</p> <p>4. For category C with respect to other than complex motor-powered aircraft: 3 years of experience exercising category B1 or B2 privileges on other than complex motor-powered aircraft or as support staff according to point 145.A.35, or a combination of both;</p> <p><b>...omissis...</b> <i>(same as points 5 of requirement in previous regulation)</i></p>	Sostituito nei punti 3 e 4. il termine Large Aircraft (o other than Large Aircraft) con Complex Motor-powered aircraft (o other than Complex Motor-powered aircraft)
Annex III (Part-66) Para 66.A.70 (Amended)	<p>(d) By derogation to point (c) for aircraft not involved in commercial air transport other than large aircraft, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to ensure that the certifying staff privileges valid in the Member State before</p>	<p>(d) By derogation from point (c), for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 other than complex motor-powered aircraft, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to ensure that the certifying staff privileges</p>	Sostituito “ ....not involved in commercial air transport other than large aircraft .....” con “....not used by licenced air carriers in accordance with Regulation



# Variazioni introdotte con il Reg. (UE) n. 2015/1536 – Principali aspetti

## Changes introduced with Reg. (EU) 2015/1536 – Principal aspects

Reference	Text of Reg. (EU) 1321/2014 amended by Reg. 2015/1088	New/amended requirement (text introduced with Reg. (EU) 2015/1536)	Note
	the entry into force of Regulation (EC) No 2042/2003 and the privileges of the converted Part-66 aircraft maintenance licence remain the same.	valid in the Member State before the entry into force of this Regulation and the privileges of the converted Part-66 aircraft maintenance licence remain the same.	<i>(EC) No 1008/2008 other than complex motor-powered aircraft</i>
Annex III (Part-66) Appendix V (Replaced)	EASA Form 19 Issue 3	EASA Form 19 Issue 4	EASA Form 19 Revised
Annex III (Part-66) Appendix VI (Replaced)	EASA Form 26 Issue 3	EASA Form 26 Issue 4	EASA Form 26 Revised  Sostituito. il termine Large Aircraft (o other than Large Aircraft) con Complex Motor-powered aircraft (o other than Complex Motor-powered aircraft)
Annex Va (Part-T) (New)		See Annex IV of Reg. (EU) 2015/1536	Added new “Annex Va” (Part-T) to Reg. (EU) 1321/2014