

SCHEME FOR THE INITIAL ISSUE OF AN ARC IN ACCORDANCE WITH SUBPART H OF ANNEX I (PART-21) AND ANNEX Ib (PART-21L) TO REGULATION (EU) 748/2012 AND ANNEX I (PART-M) OR ANNEX VB (Part-ML) TO REGULATION (EU) 1321/2014– Aircraft other than UAS

Aircraft groups / Kind of operations	New Aircraft (NOTE * and **)				Used Aircraft (NOTE * and **)				
	Subject to Part- M		Subject to Part-ML		Subject to Part- M		Subject to Part-ML		
	From EASA Member State	From non EASA Member State	From EASA Member State	From non EASA Member State	From EASA Member State	From non EASA Member State	From EASA Member State	From non EASA Member State	
Licenced Air Carrier (LAC) CMPA Non CMPA diversi da ML.1(a)	by NAA–C i.a.w. Subpart H of Annex I (Part-21) or Annex Ib (Part-21L) of Reg. (UE) 748/2012 upon presentation of appropriate documentation as reported in 21.A.174(b)2 or 21L.A.143(c)1/21L.A.143(d)1 21.B.325(c), 21.B.326(a) or 21.B.327, or 21L.B.162 15a				Former valid ARC held i.a.w. Part-M until its expiry date (M.A.903) NOTA*** 21.A.174(b)(3)(i) 21L.A.143(e) 21.B.326(b) or 21.B.327(a)2, or 21L.B.162 15a o 15b (NOTE 1)	By NAA–C: 1. After satisfactory AR i.a.w. M.A.904/M.B.902 with its own ARS (NOTE 2) 2. After assessment of a recommendation issue by appropriate CAMO/CAO i.a.w. M.A.904/M.B.901 21.A.174(b)(3)(ii) 21L.A.143(f) 21.B.325(c), B.326(b) or B.327(a)2 or 21L.B.162 15a			
Non LAC e diversi da CMPA: 1. Aeroplanes with MTOM <=2730Kg, 2. Helicopters with MTOM <=1200Kg certified for a maximum of up to 4 occupants 3. other ELA2aircraft (see definition (ka) of art. 2 of Reg. (UE) 1321/2014			by NAA–C i.a.w. Subpart H of Annex I (Part-21) or Annex Ib (Part-21L) of Reg. (UE) 748/2012 upon presentation of appropriate documentation as reported in 21.A.174(b)2 or 21L.A.143(c)1/21L.A.143(d)1 21.B.325(c), 21.B.326(a) or 21.B.327(a)1, or 21L.B.162 15c				Former valid ARC held i.a.w Part-ML until its expiry date (ML.A.905) (NOTE 3) 21.A.174(b)(3)(i) 21.B.325, 21.B.326(b) or 21.B.327(a)2 or 21L.B.162 15c	ARC issued after satisfactory AR i.a.w. ML.A.903 by any entity listed in ML.A.901(b) (ML.A.906) (NOTE 4) 21.A.174(b)(3)(iii) 21.B.325(c), 21.B.326(b) or 21.B.327(a)2 or 21L.B.162 15c	

Legenda: **NAA–C:** competent National Aviation Authority **AR :** Airworthiness review in accordance with Part-M (see M.A.901) o Part-ML (see ML.A.901/ML.A.903) as applicable. **Appropriate CAMO:** CAMO approved i.a.w. Part-CAMO with AR privilege for the aircraft **Appropriate CAO:** CAO approved i.a.w Part-CAO with AR privilege for the aircraft

NOTE *: NAA-C verification to issue CofA and ARC include as and when required and/or considered as necessary i.a.w. applicable requirements, inspections to be satisfied that the a/c comply with applicable type design and is in conditions for safe operations (ref. as applicable 21.B.320/21L.B.161) **NOTE**:** Whenever circumstances reveal existence of a potential safety threat, the NAA-C shall carry out AR & issue ARC itself Form 15a or 15c (ref M.A.901(g)/ML.A.901(b)) **NOTE***:** if the ARC is either invalid or becomes invalid during the transfer process. a newARC is issue by ENAC after a satisfactory AR directly performed by its own ARS or after satisfactory assessment of a Recommendation for AR issuance in accordance with (EU) regulation 1321/2014

NOTE 1: If the valid ARC is an EASA 15c and the aircraft is to be used in by LAC, ARC must be re-issued i.a.w. applicable requirements using EASA Form 15a or 15b (see Airticle 3 point 3 of Cover regulation of Regulation (EU)1321/2014

NOTE 2: only if no CAMO nor CAO with appropriate AR privilege is available. **NOTE 3:** If the valid EASA Form 15c has been issued by authorised ML.A.901(b)(4) CS with national qualification(ML.A.905(b)) or if the conditions laid down in paragraph ML.A.905(c) occur, the ARC has to (re-)issued i.a.w. provisions of paragraph ML.A.906.

NOTE 4: for aircraft to be registered in Italy, a Form 15c issued by authorised ML.A.901(b)(4) CS with national qualification is not acceptable at the moment