

SCHEME FOR THE INITIAL ISSUE OF an ARC IN ACCORDANCE WITH SUBPART H OF ANNEX I (PART-21) TO REGULATION (EU) 748/2012 AND ANNEX I (PART-M) OR ANNEX VB (Part-ML) TO REGULATION (EU) 1321/2014

Aircraft groups / Kind of operations	New Aircraft				Used Aircraft			
	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
<p>Licenced Air Carrier (LAC)</p> <p>CMPA</p> <p>Non CMPA other than ML.1(a)</p>	<p>By NAA-C in accordance with Subpart H of Annex I (Part-21) to Reg. (EU) 748/2012 upon presentation of appropriate documentation as reported in 21.A.174(b)2</p> <p>21.B.326(a) o 21.B.327(a)1</p> <p align="center">15a</p>				<p>Valid ARC held in accordance with Part-M until its expiry date (M.A.903) 21.A.174(b)(3)(i)</p> <p>21.B.326(b) o 21.B.327(a)2</p> <p align="center">(NOTE 1)</p> <p>15a o 15b</p>	<p>By NAA-C:</p> <p>1. After satisfactory AR i.a.w. M.A.904/M.B.902 with its own ARS (NOTE 2)</p> <p>2. After assessment of a recommendation issue by appropriate CAMO/CAO i.a.w. M.A.904/M.B.901</p> <p>21.A.174(b)(3)(ii) o 21.B.326(b) o 21.B.327(a)2</p> <p align="center">15a</p>		
<p>Non LAC and other than CMPA:</p> <ol style="list-style-type: none"> 1. Aeroplanes with MTOM <=2730Kg, 2. rotorcrafts with MTOM <=1200Kg certified for a maximum of up to 4 occupants 3. other ELA2 aircraft (see definition (ka) of art. 2 of Reg. (EU) 1321/2014 			<p>By NAA-C in accordance with Subpart H of Annex I (Part-21) to Reg. (EU) 748/2012 upon presentation of appropriate documentation as reported in 21.A.174(b)2</p> <p>21.B.326(a) o 21.B.327(a)1</p> <p align="center">15c</p>				<p>Valid ARC held in accordance with Part-M until its expiry date (ML.A.905) (NOTE 3)</p> <p>21.A.174(b)(3)(i) o 21.B.326(b) o 21.B.327(a)2</p> <p align="center">15c</p>	<p>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)</p> <p>21.A.174(b)(3)(ii) o 21.B.326(b) o 21.B.327(a)2</p> <p align="center">15c</p>

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: Continuing Airworthiness Management Organisation approved in accordance with Part-M Sub. G (up to **24 Mar 2022**) or in accordance with Part-CAMO with AR privilege

Appropriate CAO: Combined Airworthiness Organisation approved in accordance with Part-CAO with AR privilege

NOTE 1: If the valid ARC is an EASA 15c, it must be re-issued using EASA Form 15a o 15b as appropriate **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 it is not in airworthy conditions at the time of transfert (ML.A.905(c)), the ARC has to re-issued again by any of the other entity listed in paragraph **ML.A.901(b)** as it come form another non EASA Member State (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