

# PERFORMING OF THE AIRWORTHINESS REVIEW AND ISSUING OF THE ARC

Part-M		AIRCRAFT CATEGORY (NOTE A)				
Part-ML		COMPLEX MOTOR POWERED AIRCRAFT (CMPA) <sup>(1)</sup>	OTHER THAN COMPLEX MOTOR POWERED AIRCRAFT (Other than CMPA or "NCMPA") <sup>(1)</sup>			
			OTHER THAN LIGHT AIRCRAFT		LIGHT AIRCRAFT (See NI-2020-017)	
			WITH MTOM>2730Kg	WITH MTOM≤2730Kg		
AIRCRAFT TYPE OF OPERATIONS	LAC (Licenced Air Carrier) – CAT <sup>(3)</sup>	<ul style="list-style-type: none"> <li>• <b>M.A.901(c) – AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15b) (NOTE B) by the organisation approved in accordance with Part-CAMO of the AOC holder, holding the appropriate privilege, if the aircraft is in a controlled environment (M.A.901(b)); or</li> <li>• <b>M.A.901(d) – AR<sup>(9)</sup></b> on the aircraft by <b>organisation approved in accordance with Part-CAMO<sup>(6)</sup></b>, holding the appropriate privilege, and forwarding of the recommendation for the issuance of the the ARC (Form 15a) (NOTE B) by the <b>NAA-C<sup>(0)</sup></b> if one of the conditions laid down in <b>M.A.901(d)1</b> o <b>M.A.901(d)2</b> are verified; or</li> <li>• <b>M.A.901(h) – AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15a) (NOTE B) by <b>NAA-C<sup>(0)</sup></b> for aircraft with MTOM ≤ 2730 Kg<sup>(2)</sup> and when <b>organisation approved in accordance with Part-CAMO<sup>(6)</sup></b>, holding the appropriate privilege, does not exist.</li> </ul>				
	COMMERCIAL <sup>(5)</sup>	Gliders and/or Balloons	Not Applicable			<ul style="list-style-type: none"> <li>• <b>ML.A.901(b)(1)<sup>(2)</sup>(2)(3)- AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15c) (NOTE B) by:                             <ul style="list-style-type: none"> <li>➤ organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO(CAM)<sup>(6,7)</sup> holding the appropriate privilege;</li> <li>or</li> <li>➤ maintenance organisation approved in accordance with Part-145 or with Part-CAO(MAN)<sup>(7)</sup> holding the appropriate privilege while performing 100H / annual inspection listed in the applicable Maintenance Programme;</li> </ul> </li> </ul> <p style="text-align: center; color: red; font-weight: bold;">NOTE 5 e C</p>
		CAT non LAC <sup>(5)</sup> (CAT <sup>(3)</sup> = Commercial Air Transport)	<ul style="list-style-type: none"> <li>• <b>M.A.901(c) – AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15b) (NOTE B) by <b>organisation approved in accordance with Parte CAMO<sup>(6)</sup></b> holding the appropriate privilege, if the aircraft is in a controlled environment (M.A.901(b))</li> </ul>	<ul style="list-style-type: none"> <li>• <b>M.A.901(c) – AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15b) (NOTE B) by organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO(CAM)<sup>(6,7)</sup> holding the appropriate privilege, if the aircraft is in a controlled environment (M.A.901(b)); or</li> <li>• <b>M.A.901(d) – AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15b) (NOTE B) by the organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO(CAM)<sup>(6,7)</sup> holding the appropriate privilege, and forwarding of the recommendation for the issuance of the the ARC (Form 15a) (NOTE B) by the <b>NAA-C<sup>(0)</sup></b> if one of the conditions laid down in <b>M.A.901(d)1</b> o <b>M.A.901(d)2</b> are verified; or</li> <li>• <b>M.A.901(h) – AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15a) (NOTE B) by <b>NAA-C<sup>(0)</sup>(8)</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>M.A.901(e) – AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15b) (NOTE B) by organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO(CAM)<sup>(6,7)</sup> holding the appropriate privilege</li> </ul>	
		ATO Commercial art. 10a of Regulation (EU) No 1178/2011 (see FAQ CAW ENAC)	or		or	
		DTO Commercial art. 10a of Regulation (EU) No 1178/2011 (see FAQ CAW ENAC)				
		Part-SPO Commercial	<ul style="list-style-type: none"> <li>• <b>M.A.901(d) – AR<sup>(9)</sup></b> on the aircraft by <b>organisation approved in accordance with Part-CAMO<sup>(6)</sup></b>, holding the appropriate privilege, and forwarding of the recommendation for the issuance of the the ARC (Form 15a) (NOTE B) by the <b>NAA-C<sup>(0)</sup></b> if one of the conditions laid down in <b>M.A.901(d)1</b> o <b>M.A.901(d)2</b> are verified.</li> </ul>		<ul style="list-style-type: none"> <li>• <b>M.A.901(h)<sup>(2)</sup>– AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15a) (NOTE B) by <b>NAA-C<sup>(0)</sup>(8)</b></li> </ul>	
		Part-NCC				
	NON COMMERCIAL	Part-SPO Non Commercial	or	<ul style="list-style-type: none"> <li>• <b>M.A.901(c) – AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15b) (NOTE B) by the organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO(CAM)<sup>(6,7)</sup> holding the appropriate privilege, if the aircraft is in a controlled environment (M.A.901(b)); or</li> <li>• <b>M.A.901(d) – AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15b) (NOTE B) by the organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO(CAM)<sup>(6,7)</sup> holding the appropriate privilege, and forwarding of the recommendation for the issuance of the the ARC (Form 15a) (NOTE B) by the <b>NAA-C<sup>(0)</sup></b> if one of the conditions laid down in <b>M.A.901(d)1</b> o <b>M.A.901(d)2</b> are verified; or</li> <li>• <b>M.A.901(h) – AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15a) (NOTE B) by <b>NAA-C<sup>(0)</sup>(8)</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>M.A.901(e) – AR<sup>(9)</sup></b> on the aircraft and issuance of the ARC (Form 15b) (NOTE B) by the organisation approved in accordance with Part-CAMO<sup>(6)</sup> or Part-CAO<sup>(6)</sup> holding the appropriate privilege ;</li> </ul>	
		ATO Non Commercial			or	
		DTO Non Commercial			<ul style="list-style-type: none"> <li>• <b>M.A.901(h)<sup>(2)</sup>– AR<sup>(9)</sup></b> on the aircraft and issuance of ARC (Form 15a) (NOTE B) by <b>NAA-C<sup>(0)</sup>(8)</b></li> </ul>	
	Part-NCO	Non Applicable				
	Gliders and/or Balloons Ioni	Not Applicable				

(0) NAA-C: Competent Authority designated by the State of Registry - (ENAC for aircraft registered in Italy)

(1) Art. 3, point 7, of Regulation(EU) n. 1321/2014 as modified ("Cover Regulation") states that the continuing airworthiness management of aeroplanes with MTOM ≤ 5700 kg equipped with multiple turboprop engines shall be ensured in accordance with Regulations applicable to aircraft other than CMPA, relevant to the specific aircraft .

(2) .ENAC has decided not to perform an AR and issue the ARC upon owner application for such category of aircraft owner, se esiste una impresa/persona con appropriato privilegio che possa farlo.

(3) For "CAT":see definition in art. 2(g) of Reg. (EU) 1321/2014 as revised

(4) Independent Certifying Staff in accordance with ML.A.901(b)(4) (ARS che agisce per conto proprio) authorised pursuant to ML.A.904, taking into account terms and conditions laid down in §ML.A.901(b)(4)

(5)COMMERCIAL non LAC: includes a/c operated in accordance with Cap. ADD/Part-BOP, or Cap. DEC/Part-SAO, or a/c not operated in accordance with Part-NCO

(6) If registered or with Principal Place of Business (PPB) in an Member State

(7)CAO(CAM) is relevant to CAO organisation holding CAO.A.095(b) privilege, while CAO(MAN) is relevant to CAO organisation holding CAO.A.095(a) privilege)

(8)AR<sup>(9)</sup> on the aircraft and issuance of ARC (Form 15a) (NOTE B) by NAA-C<sup>(0)</sup> upon application if an organisation approved in accordance with Part-CAMO / CAO(CAM)<sup>(7)</sup> holding appropriate privilege does not exist, or if the continued airworthiness of aircraft is managed by an organisation approved in accordance with Part-CAMO or Part-CAO(CAM)<sup>(7)</sup> with PPB not in a Member State.

(9)AR : Airworthiness review in accordance with Part-M (see M.A.901) or to Part- ML (see ML.A.901/ML.A.903) as applicable

**NOTE A:** Whenever circumstances reveal the existence of a potential risk to aviation safety, the NAA-C<sup>(0)</sup> shall carry out the AR and issue the ARC itself in accordance with M.A.901(g) and ML.A.901(b),

**NOTE B:** ARC must not be issued if there is evidence or indications that the aircraft is not airworthy.

**NOTE C:** to include a Light Aircraft into an AOC of a LAC, must be prior verified compliance with point 3 of article 3 of "cover regulation" of Regulation n. 1321/2014.