

Our reference, tfn
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New regulation means changes for CAMO and Part 145/M/F/66 *Impact of commission regulation (EU) 2015/1088 on*

CAMO and Maintenance Organisations after 27th of July 2015

On the 27th of July 2015 a new EU Regulation entered into force, COMMISSION REGULATION (EU) 2015/1088. It is related to the work put down by the General Aviation Task Force in Cologne. The regulation allows for some important alleviations for **ELA1¹ non-commercial**. Here is some general information for CAMOs and Maintenance Organisations.

How does this affect a CAMO?

- **The regulation** introduced the self-declared aircraft maintenance programme. This enables the aircraft owner to make deviations from TBO, Service Bulletins and other non-mandatory service recommendations. By doing so, the owner is also responsible for his/her decisions on deviations. The CAMO may not challenge the decisions nor become responsible for the consequences of the deviations. When conducting the airworthiness review a CAMO verifies that maintenance is done according to what is stipulated in the AMP, just like earlier.
- **To be able** to review a self-declared AMP you will have to change your CAME (Continuing Airworthiness Management Exposition). It will be a minor change with added instructions for reviewing this kind of AMP. Ask your CAA for guidance if you are uncertain.

How does this affect a Part 145 or M.A. Subpart F Maintenance Organisation?

- **A maintenance organisation** can obtain authorization to do airworthiness review and AMP review (only self-declared). Authorization requires compliance with certain conditions that can be found under M.A.901 point (I).
- **It requires** changes in your MOE/MOM (Maintenance Organisation Exposition /Manual) and an application for extended privileges and change of the maintenance organisation approval certificate (Form 3).
- **The regulation introduced** the self-declared aircraft maintenance programme. This empowers the aircraft owner to make deviations from TBO, Service Bulletins and other non-mandatory service recommendations. By doing so, the owner assumes responsibility for his/her deviations and your organisation may not challenge the decisions nor become responsible for the consequences of the deviations. When conducting the airworthiness review you should make sure that the maintenance is done according to what is stipulated in the AMP.
- **The competent** authority must be notified if defects are found during the annual inspection and the airworthiness review that can be linked to decided deviations in the self-declared AMP.

There is no doubt that this is the future of light aircraft maintenance, the new Light Part-M, that hopefully enters into force during 2017, will most likely include further alleviations and more authority being transferred to independent certifying staff, Part 66. IAOPA believes that these new rules will reduce the cost of maintenance without adding risk and hence increase the market for the benefit of the whole industry. More aircraft will become airworthy which gives maintenance personnel and organisations more work and a brighter future.

Kind regards
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¹ ELA1 non-commercial – Aircraft with MTOW up to 1200 kg