



Swiss Confederation

## Airworthiness Review

(based on Regulation (EU) No. 1321/2014 up to and including (EU) No. 2021/700)

Group of A/C:		ARC issue:				ARC extension (2x only)			
Part-M ↕	CAT or any CMPA		by CAMO+ providing Controlled Environment (M.A.901(c)1) <b>15b</b>	by NAA after recommendation, by any CAMO+ for A/C not managed by a CAMO+ or in absence of Controlled Environment (M.A.901(d)) <b>15a</b>	by NAA after AR by NAA for aircraft managed by a third country CAMO or CAO (M.A.901(h)1)	by NAA after AR by NAA in case of potential safety threat (M.A.901 (g))		by CAMO providing Controlled Environment (M.A.901(f)) <i>Remark: CAMO must be approved by FOCA to perform ARC extensions</i> <b>15a/15b</b>	by CAMO+ providing Controlled Environment, for ARC it has issued (M.A.901(c)2) <b>15b</b>
	Non-Light Aircraft	<i>For Rotorcraft of &lt; 2'730kg and &gt;1'200kg only: by any CAMO+ or CAO+ (M.A.901(e)1)</i> <b>15b</b>	by CAMO+ or CAO+ providing Controlled Environment (M.A.901(c)1) <b>15b</b>	by NAA after recommendation by any CAMO+ or CAO+ for A/C not managed by a CAMO+/CAO+ or in absence of Controlled Environment (M.A.901(d)) <b>15a</b>	<b>15a</b>	<b>15a</b>	<i>For Rotorcraft of &lt; 2'730kg and &gt;1'200kg only: by CAMO+ or CAO+ providing Controlled Environment (M.A.901(e)2)</i> <b>15b</b>	by CAMO or CAO providing Controlled Environment (M.A.901(f)) <i>Remark: CAMO/CAO must be approved by FOCA to perform ARC extensions</i> <b>15a/15b</b>	by CAMO+ or CAO+ providing Controlled Environment, for ARC it has issued (M.A.901 (c)2) <b>15b</b>
Part-ML ↕	Commercial Light Aircraft		by approved MO together with 100-h/annual inspection released by the same person performing the AR (ML.A.901(b)3) <b>15c</b>	by any CAMO+ or CAO+ (ML.A.901(b)2) <b>15c</b>		by NAA after AR by NAA when requested by the owner (ML.A.901(b)1) <b>15c</b>	by NAA after AR by NAA in case of potential safety threat (ML.A.901 (b)) <b>15c</b>	by CAMO or CAO providing Controlled Environment (ML.A.901 (c))  <i>Remark: CAMO or CAO must be approved by FOCA to perform ARC extensions (e.g. procedure in CAME/CAE is FOCA approved)</i> <b>15c</b>	by CAMO+ or CAO+ providing Controlled Environment, for ARC regardless who has issued it (ML.A.901(c)) <b>15c</b>
	Non Commercial Light Aircraft (acc Part-NCO)	by ICS+ together with 100-h/annual inspection (ML.A.901(b)4) <b>15c</b>							

For abbreviations and definitions used above, see reverse side

Valid as of 24.3.2020



### **Abbreviations:**

AR	Airworthiness Review
ARC	Airworthiness Review Certificate
CAT	Commercial Air Transport / Licensed air carrier acc. Regulation (EU) 1008/2008
CAMO	Continuing Airworthiness Management Organisation (Part-M/G or Part-CAMO)
CAMO+	CAMO rated for type of aircraft and authorised for AR (M.A.711(b)) privilege
CAO	Combined Airworthiness Organisation with Management privilege (CAO.A.95(b)) (CAO-CAM)
CAO+	Combined Airworthiness Organisation with AR privilege (CAO.A.95(c))
CMPA	Complex Motor Powered Aircraft
CO	Commercial Operations, other than CAT, ref. M.A.201(i)
ICS+	Independent Certifying Staff rated for respective type of aircraft and authorised by NAA for AR (Independent Airworthiness Review Staff)
MO	Maintenance Organisation Part-145 or Part-M, Subpart-F or CAO with Maintenance privilege (CAO.A.95(a)) (CAO-M)
NAA	National Aviation Authority of the Member State of Registry

Controlled Environment = during the previous 12 months continuously managed by a unique CAMO/CAO and maintained by an approved maintenance organisation (Part M Subpart F, Part 145 or CAO) and/or maintained under limited pilot-owner maintenance (where applicable)

### **Definitions:**

**Complex motor powered aircraft** definition according to (EC) No. 216/2008 Article 3(j)

- an aeroplane:
  - with a maximum certificated take-off mass exceeding 5 700 kg, or
  - certificated for a maximum passenger seating configuration of more than nineteen, or
  - certificated for operation with a minimum crew of at least two pilots, or
  - equipped with (a) turbojet engine(s) or more than one turboprop engine, or
- a helicopter certificated:
  - for a maximum take-off mass exceeding 3 175 kg, or
  - for a maximum passenger seating configuration of more than nine, or
  - for operation with a minimum crew of at least two pilots, or
- a tilt rotor aircraft;

**Non Light Aircraft** is a non-complex motor powered aircraft not falling into the Light Aircraft category

**Light Aircraft**, (acc. (EU) 1321/2014 Article 3, 2) are non-complex motor-powered aircraft, that are:

- aeroplanes <2'730 kg MTOM
- rotorcraft of <1 200 kg MTOM, certified for a maximum of up to 4 occupants
- other ELA2 aircraft