

Information and Advisory Notice No. 02

Issue No: 8 Dated: 20 April 2020

Application for Certificate of Airworthiness

The purpose of this Notice is to serve as a quick reference document outlining the essentials, for the issue of a Certificate of Airworthiness for 'EASA aircraft'. Further information and clarifications can be obtained directly from the Airworthiness Inspectorate.

A. APPLICABILITY

This Notice applies to aircraft falling under Regulation [\(EU\) No 2018/1139](#) (Basic Regulation) of the European Parliament and the Council of Europe.

The requirements for the issue of a Certificate of Airworthiness are found in **Annex I (Part-21)** to [Regulation \(EU\) No 748/2012](#).

The issue of a Certificate of Airworthiness is dependent on both the owner or operator of the aircraft satisfying the requirements in Annex I (Part-M) to Regulation (EU) No 1321/2014 for airworthiness responsibility and the aircraft meeting the requirements of Annex I (Part-M) to [Regulation \(EU\) No 1321/2014, as amended](#), for the issue/validity of an Airworthiness Review Certificate as well as aircraft maintenance programme approval.

B. APPLICATION FORM

An application for Issue of a Certificate of Airworthiness shall be submitted using the Application Form [AITP-C01 Appendix 1](#) and its AVIONIC ANNEX.

In the case of **non-CAT** aircraft **FLIGHT OPERATIONS ANNEX** to [AITP-C01 Appendix 1](#) form shall be also submitted.

C. 406 MHz ELT AND MODE S CODES

Mode S Transponder Address is assigned by the Airworthiness Inspectorate when indicated on the [AITP-C01 Appendix 1](#) form submitted by the applicant, that a Mode S Transponder is installed on the aircraft.

The form should also have the details related to any fixed and portable ELT on board the aircraft.

In the case where the ELT transmits only a 'short' message, the ELT code/s is/are issued by the Airworthiness Inspectorate. These codes shall be in turn forwarded by the aircraft owner/operator to the manufacturer of the aircraft or maintenance organization for coding of the ELT/s in accordingly.

In the case where the ELT transmits a 'long' message, the ELT code/s is/are programmed by the manufacturer or by the maintenance organization using the applicable protocol as per ICAO Annex 10 SARP's.

The ELT has to be registered with the TM CAD on the [Registration Form AITP-M05](#). This form has to be filled up, signed and submitted in soft copy to the Airworthiness Inspectorate.

D. CERTIFICATION REGULATIONS

NEW Aircraft - Refer to Regulation (EU) No 748/2012 Part-21.A.174 (b) and (c)

For a **new** aircraft coming from an EASA member state following documents shall be submitted together with the application:

A statement of Conformity (**EASA Form 52**) issued under Part-21.A.163 (b), or issued under Part-21.A.130 and validated by the competent authority (the latter case is when the manufacturer does not hold a POA Part-21 Subpart G approval):

- A weight and balance report with a loading schedule;
- The flight manual, when required by the applicable airworthiness code for the particular aircraft.

The statement shall be issued no more than 60 days before presentation of the aircraft to the TM CAD.

For a **new imported** aircraft (eg. From Canada, USA or Brazil):

- A statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency;
- A weight and balance report with a loading schedule;
- The flight manual, when required by the applicable airworthiness code for the particular aircraft.

The statement shall be issued no more than 60 days before presentation of the aircraft to the TM CAD.

USED Aircraft - Refer to Regulation (EU) No 748/2012 Part-21.A.174 (b) and (c)

Originating from an EASA member state – a valid airworthiness review certificate issued by the EASA member state in accordance with Part-M Subpart I or Part ML Subpart I, is required.

Originating from a non-member state

Refer to Regulation (EU) No 748/2012 Part-21.A.174 (b)3 and (c)

Refer also to Heading R - Airworthiness Review Certificates **of this Notice**.

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be in English. **Refer to Part-21.A.175.**

E. CHECK FLIGHTS

AMC M.A.904(a)(2)(i) requires a check flight to be performed as part of the Airworthiness review in the case of aircraft imported from outside the EU.

The Airworthiness Inspectorate may decide to request a check flight as part of the Airworthiness Certification process when deemed necessary (e.g. aircraft under preservation programme, aircraft with expired ARC or CofA not valid).

Maintenance Check Flight ('MCF') means a flight of an aircraft with an airworthiness certificate or with a permit to fly which is carried out for troubleshooting purposes or to check the functioning of one or more

systems, parts or appliances after maintenance, if the functioning of the systems, parts or appliances cannot be established during ground checks and which is carried out in any of the following situations:

- (a) as required by the aircraft maintenance manual (“AMM”) or any other maintenance data issued by a design approval holder being responsible for the continuing airworthiness of the aircraft;
- (b) after maintenance, as required by the operator or proposed by the organisation responsible for the continuing airworthiness of the aircraft;
- (c) as requested by the maintenance organisation for verification of a successful defect rectification;
- (d) to assist with fault isolation or troubleshooting;

As per **Part-SPO.SPEC.MCF.100 Levels of maintenance check flight**, Before conducting a maintenance check flight, the operator shall determine the applicable level of the maintenance check flight as follows:

(a) a “Level A” maintenance check flight for a flight where the use of abnormal or emergency procedures is expected as defined in the aircraft flight manual or where it is required to prove the functioning of a backup system or other safety devices;

(b) a “Level B” maintenance check flight for any maintenance check flights other than a “Level A” maintenance check flight.

Reference to [EASA SIB 2011-07](#) shall be made for flight crew qualifications and risk assessment and mitigation of check flights. TM CAD Flight Operations Inspectorate shall be contacted in such cases for definition of check flight protocol/schedule.

Refer also to **Heading R - Airworthiness Review Certificates** of this Notice.

F. FERRY FLIGHTS

Ferry flights of aircraft that are in the process of obtaining a Certificate of Airworthiness shall be conducted either under a Part-21 Permit to Fly or a National Permit to Fly as per Article 6 of Regulation (EU) No 965/2012.

Note : flights carrying no passengers or cargo, where the aeroplane or helicopter is ferried for refurbishment, repair, inspections, delivery, export or similar purposes, provided that the aircraft is not listed on an air operator certificate or on a declaration are deemed not to fall under EASA regulations as per Article 6 of Regulation (EU) No 965/2012.

[Application AITP-C01 Appendix 1](#) can be downloaded from TM website.

Application [TM/CAD/0303](#) - Application for Non-Commercial flights conducted under the provisions of Article 6.3 of (EU) No 965/2012 shall be submitted to TM CAD.

G. INSTRUMENTS AND EQUIPMENT

Required equipment for **aircraft used in Commercial Air Transport (CAT)** shall comply with [Regulation \(EU\) No 965/2012](#) Annex IV Subpart IV Subpart D INSTRUMENTS, DATA, EQUIPMENT:

Section 1 – aeroplanes;

Section 2 – helicopters;

*Section 3 – sailplanes;

*Section 4 – balloons.

Required equipment for **non-commercial air operations with complex motor powered aircraft** (Part-NCC) shall comply with [Regulation \(EU\) No 965/2012](#) Annex VI Subpart D INSTRUMENTS, DATA, EQUIPMENT:

Section 1 – aeroplanes;

Section 2 – helicopters.

Required equipment for **Non-commercial Operations with Other-than Complex Motor-powered Aircraft (Part-NCO)** shall comply with [Regulation \(EU\) No 965/2012](#) Annex VII Subpart D INSTRUMENTS, DATA, EQUIPMENT:

Section 1 – aeroplanes;
Section 2 – helicopters;
Section 3 – sailplanes;
Section 4 – balloons.

Required equipment for **complex motor-powered aircraft operated for specialised activities** (aerial work). (Part-SPO) shall comply with [Regulation \(EU\) No 965/2012](#) Annex VIII Subpart D INSTRUMENTS, DATA, EQUIPMENT:

Section 1 – aeroplanes;
Section 2 – helicopters;
Section 3 – sailplanes;
Section 4 – balloons.

Checklists for compliance with Subpart D are available on the Transport Malta website [TM Portal - Forms](#) .

H. OTHER OPERATIONAL REQUIREMENTS

| 1) Aircraft Tracking Systems

CAT.GEN.MPA.205 mandates the requirements for aircraft tracking system applicable by **16 December 2018**.

CAT.GEN.MPA.205(a) lists which aeroplanes are applicable by weight, maximum passengers and first individual CofA issued.

| 2) Underwater Locator Device

As from **January 1, 2019** compliance with CAT.IDE.A.285(f)2 requires the fixed installation of an automatic ULD (Underwater Locating Device) transmitting a 8.8 kHz acoustic signal with a battery having a minimum performance standard of 90 days compliant with **ETSO-C212b**. **ETSO-C142a** provides minimum performance standard for non-rechargeable lithium batteries.

3) 8.33 kHz Voice Channel Spacing

All aircraft flying under instrument flight rules shall be equipped with radio equipment having 8.33 kHz [channel spacing capability](#) in airspace Class A, B and C of the EU Member States listed in Annex I to [Regulation \(EU\) No 1079/2012](#)

Pursuant to [Regulation \(EU\) No 1079/2012](#) from **1 January 2018**, an operator shall not operate an aircraft in airspace where carriage of radio is required unless the aircraft radio equipment has the 8.33 kHz channel spacing capability.

This means that 8.33 kHz channel spacing for VHF radios will apply for general aviation aircraft.

Airborne Equipment installed has to be covered by the applicable TSO/ETSO approval and any modifications to the aircraft to meet compliance, has to be approved pursuant to Part-21 requirements or CS-STAN in the case of:

- (i) Aeroplanes of 5700 kg Maximum Take-Off Mass (MTOM) or less;
- (ii) Rotorcraft of 3175 kg MTOM or less;

(iii) Sailplanes and powered sailplanes and airships as defined in ELA1 and ELA2.

Refer also to [IAN 04](#) Repairs and Changes to Type Design..

4) ACAS II

[Commission Regulation \(EU\) 2016/583](#) of 15 April 2016 amending [Regulation \(EU\) No 1332/2011](#) mandated that ACAS equipment as required by (EU) 965/2012 or National requirements on Maltese registered aircraft are installed with ACAS II TCAS 7.1 software version.

This is applicable to:

operators undertaking flights within the airspace above the territory to which the EU Treaty applies as well as in any other airspace where EU Member States apply [Regulation \(EC\) No 551/2004](#) of the European Parliament and of the Council.

with:

(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II:

- (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or
- (b) aeroplanes authorised to carry more than 19 passengers.

(2) Aircraft not referred to in point 1 which are equipped on a voluntary basis with ACAS II shall have collision avoidance logic version 7.1.

(3) Point 1 shall not apply to unmanned aircraft systems.

5) CPDLC (Data Link Service)

Operators shall ensure that aircraft operating flights within the Single European Sky (for all IFR GAT flight above FL285 within the airspace defined in the regulation) have the capability to operate the data link services defined in Annex II as from **5 February 2020**.

Please Refer to Regulation [\(EC\) 29/2009](#) as amended by [\(EU\) No 2015/310](#).

Following implementation and performance issues, (EC) 29/2009 was further amended by [COMMISSION IMPLEMENTING REGULATION \(EU\) 2019/1170](#) of 8 July 2019

(EU) 2019/1170 amended the applicability of CPDLC to aircraft types/model combinations, not to include the following:

- (a) aircraft with an individual certificate of airworthiness first issued before 1 January 1995;
- (b) aircraft which have an individual certificate of airworthiness first issued before 31 December 2003 and which will cease operation in the applicable airspace before 31 December 2022;
- (c) aircraft with an individual certificate of airworthiness first issued before 1 January 2018 and fitted prior to this date with data link equipment compliant with the requirements of one of the Eurocae documents specified in point 10 of Annex III;
- (d) aircraft which have a certified maximum seating capacity of 19 passengers or less and a maximum certified takeoff mass of 45 359 Kg (100 000 lbs) or less and with a first individual certificate of airworthiness issued before 5 February 2020;
- (e) State aircraft;
- (f) aircraft flying in the applicable airspace for testing, delivery or for maintenance purposes or with data link constituents temporarily inoperative under conditions specified in the applicable minimum equipment list required by point 1 of Annex III.'

Furthermore, the EC issued a [COMMISSION IMPLEMENTING DECISION \(EU\) 2019/2012](#) of 29 November 2019 on [exemptions under Article 14 of Commission Regulation \(EC\) No 29/2009](#) laying down requirements on data link services for the single European sky. This Decision was required to clarify the criteria mention in Article 14 vis-à-vis aircraft towards the end of production life, limited numbers and re-engineering costs.

The Decision contains two Articles:

Article 1 states:

The following aircraft types/models combinations **shall be permanently exempted** from the requirements of CPDLC capability (Article 3(2) of Regulation (EC) No 29/2009):

- (a) aircraft types/models combinations specified in [Annex I](#) (to the Decision);
- (b) aircraft types/models combinations specified in [Annex II](#) (to the Decision) having the first **individual certificate of airworthiness issued prior to 5 February 2020**.

Article 2 states:

The following aircraft types/models combinations shall be **exempted** from the requirements of CPDLC capability (Article 3(2) of Regulation (EC) No 29/2009) **until 5 February 2022**:

- (a) aircraft types/models combinations specified in [Annex II](#) (to the Decision) having the **first individual certificate of airworthiness issued on or after 5 February 2020**;
- (b) aircraft types/models combinations specified in [Annex III](#) (to the Decision).

[Commission Implementing Regulation \(EU\) 2020/208 of 14 February 2020](#) amending Regulation (EC) No 29/2009 laying down requirements on data link services for the single European sky has been issued to amend EUROCAE ED-120 'Safety and Performance Requirements Standard for Air Traffic Data Link Services in Continental Airspace' revision which rendered EUROCAE Standards referred to in (EC) No 29/2009 obsolete.

6) ADS-B Automatic Dependent Surveillance – Broadcast (Extended Squitter)

(ADS-B) is a surveillance technology in which an aircraft's navigation systems determines its position using a separate positioning source, primarily satellite navigation and periodically broadcasts it together with other data such as aircraft identity and barometric altitude, enabling it to be seen by any adequately equipped agent.

Commission Implementing Regulation [\(EU\) No 1207/2011](#) lays down the requirements on the systems contributing to the provision of surveillance data, their constituents and associated procedures. The regulation was amended twice, by [\(EU\) No 1028/2014](#) and by [\(EU\) No 2017/386](#) due to, among other reasons, delays in certification and availability of required equipment, as well as industrial capacity constraints for equipping aircraft and synchronisation with the ADS-B mandate in USA. This last amendment postpones the aircraft equipment of ADS-B Out functionality by 7 June 2020 and revises the applicability and exemption criteria of ADS-B out functionality.

At the time of writing, as per the latest information which has yet to be published as amending regulation, it is intended that:

- (a) Due to the Covid-19 crisis, the ADS-B out compliance date of 7 June 2020 for aircraft operators is postponed 6 months until **7 December 2020**;
- (b) The transition period, under certain conditions, to equip aircraft with ADS-B is introduced from **7 December 2020 – 7 June 2023**;
- (c) Aircraft with Individual Certificate of Airworthiness before **7 June 1995** and aircraft that are ceasing operations by **31 October 2025** will not be obliged to be fitted with ADS-B (DO260B)

An EC Decision should also be issued to better define the (EC) No 1207/2011 Article 14 Exemption criteria. These criteria would be modeled on the EC Decision regarding CPDLC capability temporary and permanent exemptions for aircraft type/model combinations.

I. RADIO STATION LICENCE

The Radio Station Licence for installed radio communications equipment shall be obtained by the owner/operator of the aircraft in accordance with Electronic Communications (Regulation) Act

(Chapter 399) from the Malta Communications Authority. Applications can be downloaded from <https://www.mca.org.mt/onlineservices>.

J. ALL WEATHER OPERATIONS

Certification of All Weather Operation capability shall be based on CS-AWO (EASA Executive Decision 2003/06/RM) or JAR AWO as applicable.

K. NOISE REQUIREMENTS

If not already included in the type certification, compliance shall be shown with ICAO Annex 16, Vol. I, Chapter 3 or any other chapter, as applicable.

The Noise Certificate will be issued by the TM CAD in accordance with (EU) No 748/2012 Part-21 Subpart I together with the Certificate of Airworthiness.

L. EMISSIONS

If not already included in the type certification, compliance shall be shown with ICAO Annex 16, Vol. II, Part II, Chapters 1 and 2.

New aircraft shall comply with CS 34 (EC Decision 2003/03/R).

Compliance with CS 34 ensures compliance with ICAO Annex 16, Vol. II, Part III, Chapter 2.

M. FUEL VENTING

If not already included in the type certification, compliance shall be shown with ICAO Annex 16, Vol. II, Part II, Chapters 1 and 2.

New aircraft shall comply with CS 34 (EC Decision 2003/03/R).

Compliance with CS 34 ensures compliance with ICAO Annex 16, Vol. II, Part III, Chapter 1 and 2.

N. ACCESS TO EMERGENCY EXITS AND FOOT ENTRAPMENT

Aircraft shall comply with CS 25 (EC Decision 2006/06/R) and Part-26. Refer to CS 25.807 thru CS 25.811.

O. Part-26 ADDITIONAL AIRWORTHINESS REQUIREMENTS FOR OPERATORS

These additional airworthiness specifications for airworthiness are referred to in ORO.AOC.100 (c) and ORO.AOC.110(c).

Part-26 Additional Airworthiness Specifications for Airworthiness were issued as Annex I to [Regulation \(EU\) 2015/640](#) amending Regulation (EU) 965/2012 is applicable to Large Aeroplanes (CS-25) used for CAT.

[Commission Regulation \(EU\)2019/133](#) was issued on 28 January 2019 amending Commission Regulation (EU) 2015/640. It introduced additional airworthiness requirements that are applicable to certain large aircraft that are newly produced on the basis of a design which has already been certified by EASA. These additional airworthiness requirements address the crashworthiness of passenger and cabin crew seats (16-g seats), the flame propagation and flame penetration resistance characteristics of thermal or acoustic insulation materials, and the replacement of halon in lavatory waste receptacles and handheld (portable) fire extinguishers for use in cabins and crew compartments. Some of those requirements are also applicable to certain large aeroplanes that are already in service.

Certification Specifications **CS-26**: <http://easa.europa.eu/document-library/certification-specifications/cs-26-initial-issue> issued by EASA complement **Part-26** as additional airworthiness specifications for operators requirements.

A checklist for compliance with Subpart B of Part-26 is available on the Transport Malta website [TM Portal - Forms](#).

P. SUPPLEMENTAL TYPE CERTIFICATES, MODIFICATIONS AND REPAIRS

Part-21.A.184 states that the aircraft shall conform to a type design approved under a type certificate and any supplemental type-certificate, change or repair approved in accordance with Part-21 and to applicable airworthiness directives.

These shall be approved as per:

Part-21 Subpart D – Approval of minor and major changes;

Part-21 Subpart E – Supplemental Type Certificates;

Part-21 Subpart M – Repairs.

Guidance on approvals of repairs, modifications and supplemental type certificates can be found in [IAN 04 Repairs and Changes to Type or Supplemental Type Design](#). Reference shall also be made to:

Decision [2004/03/CF](#) for Brazilian TC Holder;

Decision [2004/04/CF](#) for US TC Holder as amended by Decision [2007/001/C](#) of the EASA Executive Director. These decision documents are related to approvals of STC's, modifications and repairs.

Following the signature of the Bilateral Agreement between EASA and the FAA, EASA and TCCA as well as EASA and Brazil INAC, EASA has issued the Technical Implementation Procedures for Airworthiness and Environmental Certification for these agreements. Please refer to: <http://easa.europa.eu/rulemaking/international-cooperation-bilateral-agreements.php> for a copy of the latest revision of the TIP's and MAG's.

Q. ADMINISTRATIVE REQUIREMENTS

1. Technical Documentation

TM CAD may request the following documentation to be submitted to the TM CAD for prior review:

Aircraft Flight Manual (AFM) or Pilot Operating Handbook (POH) and related Supplements;
Minimum Equipment List (MEL), including CDL*;
ETOPS Configuration Maintenance Procedures (CMP)*;

ETOPS Application Form;
RNAV/RNP and RVSM Application Form;
Interior seating layout drawing (floor plan)*;
Emergency equipment installation drawing*;

Historical record with reference to Part-21.A.174 b (3):

- logbooks;
- current status of life limited parts;
- manufacturing concessions*;
- electrical load analysis*;
- installed components and parts listing*;
- current status of airworthiness directives, incl, method of compliance;
- list of embodied service bulletins;
- list of supplements, amendments, modifications, supplemental type certificates; or other changes to type certification data*;
- **summary of repairs to primary structure/manufacturing concessions*.**

Equipment List*;

List of communication and navigation equipment incl, make, model, power output and frequency range*;
Certificate of test/compliance on FDR, & CVR recording of mandatory inputs, discretes.*;
Certification of test/compliance on TCAS Mode "S", and 406 ELT coding*.
Production flight test report *.

2. Owner's Fireproof Plate

The owner's fireproof plate shall be fixed to permanent structure of the aircraft.
It shall contain the following details:

LEGAL OWNER'S NAME ADDRESS OF OWNER REGISTRATION MARKS
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3. Maltese Flag Placard

Maltese National Flag placard is not mandatory on the fuselage, however whenever is applied the white field must be positioned towards the front of the fuselage. The flag shall be kept in good condition.
Break-in markings are not required unless specifically required by the manufacturers'.

4. Nationality and Registration Marks

Registration Marks shall be in accordance with Schedule 4 Part B of the [Aircraft Registration Act 2010](#).

R. ISSUE OF AIRWORTHINESS REVIEW CERTIFICATES

In the case of used aircraft imported from outside the Europe, an EASA Form 15a shall be issued by the Civil Aviation Directorate following the assessment of the Airworthiness Review Recommendation Report and

associated compliance reports from the appropriately approved Continuing Airworthiness Management Organisation with M.A.711(b) privileges or **Part-CAMO/Part-145/Part-CAO that have equivalent privileges** on the aircraft type. A check flight report shall be submitted as part of the ARC recommendation.

Information and guidance about the submission of ARC Recommendation Report can be found in [IAN 09](#)

Recommendations for the Issue of Airworthiness Review Certificate.

In the case of a new aircraft the EASA Form 15a is issued automatically with the C of A.

There may be cases where the conducting of a flight check may require the owner/operator of the aircraft to apply for a Permit to Fly (EASA Form 20) under Regulation (EU) No 748/2012 Part-21.

The application forms for the issue of a Permit to Fly are [EASA Form 21](#) and EASA Form 18b (for the approval of the Flight Conditions) can be downloaded from the Transport Malta website.

In the case of aircraft transferred from another EASA member state, the EASA Form 15a/b/c has to be valid. If the ARC is not valid, a full Airworthiness Review would have to be conducted by an appropriately approved CAMO.

In any case, especially for aircraft imported from outside Europe or first of type on the register, the TM CAD may deem necessary to perform aircraft physical or records inspections as deemed necessary.

S. AIRCRAFT MAINTENANCE PROGRAMME

The Aircraft Maintenance Programme shall be approved in accordance with Regulation (EU) No 1321/2014 Part-M.A.302 or declared or approved as applicable in accordance with Part-ML.A.302

For non-commercial air transport aircraft the Civil Aviation Directorate may delegate the approval of the Maintenance Programme to another EASA member state competent authority of a CAMO contracted by the owner/operator to develop the maintenance programme. In such case the responsibility for the approval would be vested on the competent authority of the CAMO developing the maintenance programme.

[IAN 03A](#) - Aircraft Maintenance Programme Development and Approval for Complex Aircraft and Other-Than-Complex Motor Powered Aircraft falling under Part-M (provides further information and guidance on the development of AMP's).

[IAN 03B](#) - Aircraft Maintenance Programme Development and Approval For Aircraft subject to Regulation (EU) 1321/2014 Annex Vb (Part-ML)

T. AIRWORTHINESS RESPONSIBILITIES

Regulation (EU) No 1321/2014 Part-M.A.201 clearly specifies the requirements to be met in ensuring that the owner or operator of the aircraft properly and legally discharges his responsibilities for continued airworthiness of the aircraft.

Table 1 synthesizes the airworthiness responsibilities requirements.

Table 1

Select your type of operation and your category of aircraft		Complex motor-powered aircraft		Other-than-complex motor-powered aircraft (aircraft subject to Part ML are excluded here)		
		Is a CAMO or CAO required for the management of continuing airworthiness?	Is maintenance by a maintenance organisation required?	Is a CAMO or CAO required for the management of continuing airworthiness?	Is maintenance by a maintenance organisation	
Commercial operations	CAT	Air carriers licensed in accordance with Regulation (EC) No 1008/2008	Yes, a CAMO is required and it shall be part of the AOC (M.A.201(e))	Yes, maintenance by a Part-145 organisation is required (M.A.201(e))	Yes, a CAMO is required and it shall be part of the AOC (M.A.201(e))	Yes, maintenance by a Part-145 organisation is required (M.A.201(e))
		CAT other than air carriers licensed in accordance with Regulation (EC) No 1008/2008	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO or CAO is required (M.A.201(h))	Yes, maintenance by a Subpart F, by a Part-CAO or by a Part-145 organisation is required (M.A.201(h))
	Commercial operations other than CAT	Commercial specialised operations	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO or CAO is required (M.A.201(h))	Yes, maintenance by a Subpart F, by a Part-CAO or by a Part-145 organisation is required (M.A.201(h))
		Commercial training organisations (ATOs)	Yes, a CAMO is required (M.A.201(f))	Yes, maintenance by a Part-145 organisation is required (M.A.201(f))	Yes, a CAMO or CAO is required (M.A.201(h))	Yes, maintenance by a Subpart F, by a Part-CAO or by a Part-145 organisation is required (M.A.201(h))
	Other than commercial operations including limited operations as defined in Article 2(p)		Yes, a CAMO is required (M.A.201(g))	Yes, maintenance by a Part-145 organisation is required (M.A.201(g))	No, a CAMO or CAO is not required (M.A.201(i))	No, maintenance by a Subpart F, by a Part-CAO or Part-145 organisation is not always required

In the case of Part-ML aircraft, the owner has to declare, and if deemed necessary by TM CAD, to show that it is capable of discharging such responsibilities.

Part-M Appendix I agreement shall be used as the Continuing Airworthiness Arrangement between the aircraft owner and contracted CAMO, when the owner is not managing the airworthiness of the aircraft.

U. Important Notes

1. All listed items are applicable to the first aircraft of a given model exported to the Republic of Malta.
2. Items flagged “*” denote: as and when applicable.
3. Additional technical documents, reports and submissions may be required upon request by the TM CAD during aircraft acceptance investigations, in accordance with Regulations (EU) No 1321/2014 and (EU) No 748/2012 Part-21.
4. All application forms and circulars referenced in this document can be downloaded from the TM CAD website: <https://www.transport.gov.mt/Aviation/Aircraft-Flight-Standards/Airworthiness-Aircraft-Maintenance/Airworthiness-Information-Advisory-Notices-2569>
5. Fees can be calculated using the [Certificate of Airworthiness Fees Calculator on the TM website](#).