

ML.A.903 Airworthiness review process

Regulation (EU) 2019/1383

1. To satisfy the requirement for the airworthiness review of an aircraft referred to in point [ML.A.901](#), the airworthiness review staff shall perform a documented review of the aircraft records to verify that:
 1. airframe, engine and propeller flying hours and associated flight cycles have been properly recorded;
 2. the flight manual is applicable to the aircraft configuration and reflects the latest revision status;
 3. all the maintenance due on the aircraft according to the AMP has been carried out;
 4. all known defects have been corrected or deferred in a controlled manner;
 5. all applicable ADs have been applied and properly registered;
 6. all modifications and repairs made to the aircraft have been registered and are in compliance with Annex I (Part-21) to Regulation (EU) No 748/2012;
 7. all service-life-limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit;
 8. all maintenance has been certified in accordance with this Annex;
 9. if required, the current mass-and-balance statement reflects the configuration of the aircraft and is valid;
 10. the aircraft complies with the latest revision of its type design approved by the Agency;
 11. if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of Annex I (Part-21) to Regulation (EU) No 748/2012.
2. The airworthiness review staff referred to in point (a) shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified under Annex III (Part-66) shall be assisted by such qualified personnel.
3. Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:
 1. all required markings and placards are properly installed;
 2. the aircraft complies with its approved flight manual;
 3. the aircraft configuration complies with the approved documentation;
 4. no evident defect can be found that has not been addressed according to point [ML.A.403](#);
 5. no inconsistencies can be found between the aircraft and the documented review of records as referred to in point (a).
4. By derogation from point [ML.A.901\(a\)](#), the airworthiness review may be anticipated for a maximum period of 90 days, without loss of continuity of the airworthiness review pattern, so as to allow the physical review to take place during a maintenance check.
5. The ARC (EASA Form 15c) set out to in Appendix IV shall only be issued:
 1. by appropriately authorised airworthiness review staff;
 2. when the airworthiness review has been completely carried out, all findings have been closed;
 3. when any discrepancy found in the AMP in accordance with point (h) has been satisfactorily addressed.
6. A copy of any ARC issued or extended for an aircraft shall be sent to the Member State of registry of that aircraft within 10 days.
7. Airworthiness review tasks shall not be subcontracted.
8. The effectiveness of the AMP may be reviewed in conjunction with the airworthiness review in accordance with point (c)(9) of point [ML.A.302](#). This review shall be completed by the person

who performed the airworthiness review. If the review shows deficiencies of the aircraft linked with deficiencies in the content of the AMP, the AMP shall be amended accordingly. The person performing the review shall inform the competent authority of the Member State of registry if he does not agree with the measures amending the AMP taken by the owner, CAMO or CAO. In such case the competent authority shall decide which amendments to the AMP are necessary, raising the corresponding findings defined in point ML.B.903 and, if necessary, reacting in accordance with point [ML.B.304](#).

AMC1 ML.A.903(h) Airworthiness review

ED Decision 2020/002/R

REVIEW OF AMP IN CONJUNCTION WITH AR

This review of the maintenance programme is performed by the person who performed the AR, who could belong to the competent authority, a CAMO, a CAO or a maintenance organisation or could also be independent certifying staff in accordance with [ML.A.901\(b\)\(4\)](#) [M.A.901\(g\)](#).

This person is not responsible for the completeness of this AMP, but may do some sampling as part of the investigations and the findings discovered during the physical review.

More details on the annual review are provided in [AMC1 ML.A.302\(c\)\(9\)](#).

→ [ML.A.904](#)

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