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CONTINUING AIRWORTHINESS REQUIREMENTS (FIN EMAR M)

On the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

Enabling act:

Aviation Act

(864/2014; section 6; section 7, subsection 1, paragraphs 3 and 4; and section 35)

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ABBREVIATIONS

AMO	Approved Maintenance Organisations
AMP	Aircraft Maintenance Program
CAME	Continuing Airworthiness Management Exposition
CAMO	Continuing Airworthiness Management Organisation
CDL	Configuration Deviation List
CRS	Certificate of Release to Service
DO	Design Organisation
EMAR	European Military Airworthiness Requirements
FIMAA	Finnish Military Aviation Authority
MARC	Military Airworthiness Review Certificate
MAWA Forum	Military Airworthiness Authorities Forum
MEL	Minimum Equipment List
MO	Maintenance Organisation
MSTC	Military Supplemental Type Certificate
MTC	Military Type Certificate
SIM	Military Aviation Directive
SIO	Military Aviation Advisory

INTRODUCTION

This directive is compatible with EMAR M Edition no. 1.0 (European Military Airworthiness Requirements) as published and approved by the Military Airworthiness Authorities (MAWA) Forum under the umbrella of the European Defence Agency (EDA). The numbering of subparts and paragraphs is identical to those used in EMAR M Edition no. 1.0

This directive does not apply to an unmanned military aircraft or an unmanned military aerial vehicle.

This directive does not apply to the VN type of aircraft.

The Finnish version is a translation of the original document in English. However, in case of a discrepancy, the Finnish translation will prevail.

1 REQUIREMENTS

SECTION A TECHNICAL REQUIREMENTS

SUBPART A - GENERAL

M.A.101 Scope

This Section establishes the measures to be taken to ensure that airworthiness is maintained. It also specifies the conditions to be met by organisations involved in such continuing airworthiness management.

SUBPART B - ACCOUNTABILITY

M.A.201 Responsibilities

- a) The Operating Organisation is accountable for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:
1. the aircraft is maintained in an airworthy condition; and
 2. any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable; and
 3. the Military Certificate of Airworthiness and the Military Airworthiness Review Certificate (MARC) remain valid; and
 4. the maintenance of the aircraft is performed in accordance with the Aircraft Maintenance Programme (AMP) as specified in M.A.302.

Note: For individual aircraft or types for which a Military Certificate of Airworthiness or Military Restricted Certificate of Airworthiness is not appropriate, a Military Permit to Fly may be issued in accordance with national regulations (Ref. SIO-Ma-Lt-005).

- b) NOT APPLICABLE
- c) Any organisation performing maintenance shall be responsible for the tasks performed.
- d) The Operating Organisation shall be responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by a qualified person but need not be carried out by SIM-To-Lt-001 Approved Maintenance Organisation (AMO) or a correspondingly approved MO (Maintenance Organisation).
- e) NOT APPLICABLE
- f) NOT APPLICABLE

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- g) Maintenance of military aircraft and components thereof shall be carried out by SIM-To-Lt-001 AMO or a correspondingly approved MO acceptable to the Finnish Military Aviation Authority (FIMAA).
- h) The Operating Organisation is responsible for the continuing airworthiness of the aircraft it operates and shall:
1. be appropriately approved, in accordance with Subpart G, for the management of the continuing airworthiness of the aircraft it operates; and
 2. be approved in accordance with SIM-To-Lt-001 or an equivalent regulation acceptable to FIMAA or contract/task directly (or through a Continuing Airworthiness Management Organisation (CAMO)) such organisations; and
 3. ensure that paragraph (a) is satisfied.
- i) NOT APPLICABLE
- j) The Operating Organisation is responsible for granting FIMAA access to the organisation/aircraft to determine continued compliance with this directive.
- k) By derogation to paragraph (h)1, an Operating Organisation may contract/task an organisation approved in accordance with Subpart G, for the management of the continuing airworthiness of the aircraft it operates. In this case, a written contract/arrangement shall be made and the CAMO assumes responsibility for the proper accomplishment of these tasks.

M.A.202 Occurrence reporting

- a) Any Operating Organisation accountable in accordance with M.A.201 shall report to FIMAA, and all further addressees as required by national regulations, any identified condition of an aircraft or component which endangers flight safety.

- b) The Operating Organisation shall establish an occurrence reporting system to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under paragraph (a). This procedure shall identify adverse trends, corrective actions taken or to be taken by the Operating Organisation to address deficiencies and include evaluation of all known relevant information relating to such occurrences and a method to circulate the information as necessary.
- c) Reports shall be made in a form and manner established by FIMAA and contain all pertinent information about the condition known to the Operating Organisation.
- d) NOT APPLICABLE
- e) Reports shall be made as soon as practicable, but in any case within 72 hours of the organisation identifying the condition to which the report relates.

SUBPART C – CONTINUING AIRWORTHINESS

M.A.301 Continuing airworthiness tasks

- a) The continuing airworthiness of the aircraft shall be ensured by:
1. the accomplishment of pre-flight inspections;
 2. the rectification in accordance with the data specified in M.A.304 of any defect and damage affecting safe operation, taking into account the Minimum Equipment List (MEL) and Configuration Deviation List (CDL) as applicable to the aircraft type;
 3. the accomplishment of all maintenance, in accordance with the M.A.302 approved AMP;
 4. the analysis of the effectiveness of the M.A.302 AMP;
 5. the accomplishment of any applicable:
 - i. Airworthiness Directive;
 - ii. operational directive with a continuing airworthiness impact;
 - iii. continued or continuing airworthiness requirements mandated by the FIMAA;
 - iv. measures mandated by the FIMAA in immediate reaction to a safety problem.
 6. the accomplishment of modifications and repairs in accordance with M.A.304;
 7. for non-mandatory modifications and/or inspections, the establishment of an embodiment policy;
 8. maintenance check flights when necessary.

- b) An aircraft shall not fly if:
1. the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of this directive; or
 2. the aircraft does not remain in conformity with the type design approved by the FIMAA; or
 3. the aircraft has been operated beyond the limitations of the flight manual or the Military Certificate of Airworthiness, without appropriate action being taken; or
 4. the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or
 5. a modification or repair is not in compliance with M.A.304.

M.A.302 Aircraft Maintenance Programme (AMP)

- a) Maintenance of each aircraft shall be organised in accordance with an AMP.
- b) An organisation responsible for producing and amending an AMP in accordance with M.A. 302 shall also be responsible for sending the AMP to FIMAA. The AMP and any subsequent amendments shall be approved by FIMAA.
- c) NOT APPLICABLE
- d) The AMP shall establish compliance with:
 1. regulations and instructions issued by FIMAA;
 2. regulations and instructions for continuing airworthiness issued by any organisation recognized by FIMAA;

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3. additional or alternative instructions, once approved in accordance with paragraph (b), proposed by the CAMO, except for intervals of safety related tasks referred in paragraph (e), which may be extended, subject to sufficient reviews carried out in accordance with paragraph (g) and only when subject to direct approval in accordance with paragraph (b).
- e) The AMP shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and the specificity of operations.
- f) The AMP shall include a reliability programme, unless otherwise specified by the FIMAA.
- g) The AMP shall be subject to periodic reviews and amended accordingly when necessary. These reviews shall ensure that the AMP continues to be valid in light of the operating experience and regulations and instructions from the FIMAA, whilst taking into account new and/or modified maintenance instructions promulgated by the (Military) Type Certificate (MTC) and (Military) Supplemental Type Certificate (MSTC) holders and any other organisation that publishes such data in accordance with SIM-To-Lt-035 or an equivalent regulation.

M.A.303 Airworthiness Directives

Any applicable Airworthiness Directive must be carried out within the requirements of that Airworthiness Directive, unless otherwise specified by the FIMAA.

M.A.304 Data for modifications and repairs

Damage shall be assessed and modifications and repairs carried out using as appropriate:

- a) data approved by the FIMAA; or
- b) data approved by SIM-To-Lt-035 Design Organisation or a correspondingly approved DO (Design Organisation) acceptable to FIMAA; or

- c) NOT APPLICABLE
- d) data produced by an organisation accepted by FIMAA.

M.A.305 Aircraft continuing airworthiness record system

- a) At the completion of any maintenance, the Certificate of Release to Service required by SIM-To-Lt-001 145.50 shall be entered in the aircraft continuing airworthiness record system. Each entry shall be made as soon as practicable but in no case more than 30 days after the day of the maintenance action.
- b) The aircraft continuing airworthiness record system shall cover the aircraft, engine(s), propeller(s), any service life limited component(s) as appropriate, and shall include an aircraft technical log.
- c) The aircraft type and registration mark, the date, together with total flight time and/or flight cycles and/or landings and any other airworthiness data as required by FIMAA as appropriate, shall be entered in the aircraft continuing airworthiness record system.
- d) The aircraft continuing airworthiness record system shall also contain as a minimum the current:
 - 1. status of Airworthiness Directives and measures mandated by FIMAA in immediate reaction to a safety problem;
 - 2. status of modifications and repairs;
 - 3. status of compliance with the AMP;
 - 4. status of service life limited components;
 - 5. weight and balance report;
 - 6. list of deferred maintenance;
 - 7. symmetry check report (if required).

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- e) In addition to the authorised release certificate, EMAR Form 1 or equivalent, the following information relevant to any component installed (engine, propeller, engine module or service life-limited component) shall be entered into the aircraft continuing airworthiness record system:
1. identification of the component; and
 2. the type, serial number and registration, as appropriate, of the aircraft, engine, propeller, engine module or service life-limited component to which the particular component has been fitted, along with the reference to the installation and removal of the component; and
 3. the date together with the component's accumulated total flight time and/or flight cycles and/or landings and/or calendar time, and/or any other approved service life consumption units as appropriate; and
 4. the current paragraph (d) information applicable to the component.
- f) The CAMO responsible for the management of continuing airworthiness tasks in accordance with Subpart B, shall control the records as detailed in this paragraph and present the records to the FIMAA upon request.
- g) All entries made in the aircraft continuing airworthiness record system shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
- h) An Operating Organisation shall ensure that a system has been established to keep the following records for the periods specified:
1. all detailed maintenance records in respect of the aircraft and any service life-limited component fitted thereto, until such time as the information contained therein is superseded by new information equivalent in scope and detail but not less

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- than 36 months after the aircraft or component has been released to service; and
2. the total time in service (hours, calendar time, cycles, landings or any other approved service life consumption units) of the aircraft and all service life-limited components, at least 12 months after the aircraft or component has been permanently withdrawn from service; and
 3. the time in service (hours, calendar time, cycles, landings or any other approved service life consumption units) as appropriate, since last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail; and
 4. the current status of compliance with all maintenance programme tasks such that compliance with the Aircraft Maintenance Programme can be established, at least until the aircraft or component scheduled maintenance task has been repeated; and
 5. the current status of Airworthiness Directives applicable to the aircraft and components, at least 12 months after the aircraft or component has been permanently withdrawn from service; and
 6. details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least 12 months after they have been permanently withdrawn from service.

M.A.306 Aircraft technical log

- a) In addition to the requirements of M.A.305, an Operating Organisation shall use an aircraft technical log containing the following information for each aircraft:
1. information about each flight, necessary to ensure continued flight safety; and
 2. the current aircraft Certificate of Release to Service; and
 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that FIMAA may agree to the maintenance statement being kept elsewhere; and
 4. all outstanding deferred defects rectifications that affect the operation of the aircraft; and
 5. any necessary guidance instructions on maintenance support arrangements.
- b) The aircraft technical log and any subsequent amendments shall be approved by FIMAA.
- c) An Operating Organisation shall ensure that the aircraft technical log is retained for at least 36 months after the date of the last entry.

M.A.307 Transfer of aircraft continuing airworthiness records

- a) The Operating Organisation shall ensure when an aircraft is permanently transferred to another Operating Organisation, that the records within the M.A.305 continuing airworthiness records system are also transferred. The time periods prescribed for the retention of records shall continue to apply to the new Operating Organisation.
- b) The Operating Organisation shall ensure that when the continuing airworthiness management tasks are contracted/tasked to an external

CAMO, that the records within the M.A.305 continuing airworthiness records system are transferred to that CAMO.

- c) Moved to paragraph (a).

SUBPART D – MAINTENANCE STANDARDS

NOT APPLICABLE – See SIM-To-Lt-001 (FIN EMAR 145).

SUBPART E - COMPONENTS

NOT APPLICABLE – See SIM-To-Lt-001 (FIN EMAR 145).

SUBPART F – MAINTENANCE ORGANISATION

NOT APPLICABLE – See SIM-To-Lt-001 (FIN EMAR 145).

SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION (CAMO)

M.A.701 Scope

This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the management of aircraft continuing airworthiness.

M.A.702 Application

- a) An application for issue or change of a CAMO approval shall be made on a form and in a manner established by FIMAA.
- b) It shall include the following documents:
 - 1. the Continuing Airworthiness Management Exposition (CAME); and
 - 2. the Operating Organisation's Aircraft Maintenance Programmes; and
 - 3. the aircraft technical log(s); and
 - 4. where appropriate, the technical specification(s) of the M.A.708(c) maintenance contracts/taskings with the SIM-To-Lt-001 or an equivalent regulation AMO(s); and
 - 5. any additional documentation required by FIMAA.

M.A.703 Extent of approval

- a) The approval is indicated on an EMAR Form 14, or an equivalent document, issued by FIMAA.
- b) NOT APPLICABLE

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- c) The scope of work deemed to constitute the approval shall be specified in the CAME in accordance with M.A.704.

M.A.704 Continuing Airworthiness Management Exposition (CAME)

- a) The CAMO shall provide a CAME containing the following information:
1. a statement signed by the Accountable Manager to confirm that the organisation will work in accordance with this directive and the Exposition at all times; and
 2. the organisation's scope of work; and
 3. the title(s) and name(s) of person(s) referred to in M.A.706(a), M.A.706(c) and M.A.706(d); and
 4. an organisation chart showing associated chains of responsibility between all the person(s) referred to in M.A.706(a), M.A.706(c) and M.A.706(d); and
 5. NOT APPLICABLE; and
 6. a general description and location of the facilities; and
 7. procedures specifying how the CAMO ensures compliance with this directive; and
 8. the CAME amendment procedures; and
 9. the list of approved AMPs (see M.A. 302); and
 10. a list of all contractors/tasked organisations (where applicable); and
 11. the names of all Operating Organisations to which CAMO support activities are provided (if applicable).
- b) The CAME and its amendments shall be approved by FIMAA.

- c) Notwithstanding paragraph (b), minor amendments to the CAME may be approved indirectly through an indirect approval procedure. The indirect approval procedure shall define the minor amendment eligible, be established by the CAMO as part of the CAME and be approved by FIMAA.

M.A.705 Facilities

The CAMO shall ensure suitable office accommodation is provided at appropriate locations for the personnel specified in M.A.706.

M.A.706 Personnel requirements

- a) The CAMO shall appoint an Accountable Manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be resourced and carried out in accordance with this. Where the CAMO is part of an Operating Organisation, the Accountable Manager shall be the same person who has the corporate authority for ensuring that all operations of the Operating Organisation can be resourced and carried out to the standard detailed in M.A.201(h).
- b) NOT APPLICABLE
- c) A person or group of persons shall be nominated with the responsibility of ensuring that the CAMO is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the Accountable Manager.
- d) The Accountable Manager shall designate a Continuing Airworthiness Manager. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to paragraph (c).
- e) The Continuing Airworthiness Manager referred to in paragraph (d) shall not be employed by a SIM-To-Lt-001 or an equivalent AMO under contract to the Operating Organisation, unless specifically agreed by FIMAA.
- f) The CAMO shall have sufficient appropriately qualified staff for the expected work.

- g) All paragraph (c) and (d) persons shall be able to demonstrate relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness.
- h) The qualifications of all personnel involved in continuing airworthiness management shall be recorded.
- i) NOT APPLICABLE
- j) The CAMO shall define and keep updated in the CAME, the title(s) and name(s) of person(s) referred to in M.A.706(a), M.A.706(c), M.A.706(d) and M.A.1002.
- k) The CAMO shall establish and control the competence of personnel involved in the continuing airworthiness management and/or quality audits, in accordance with a procedure and to a standard agreed by FIMAA.

M.A.707 Airworthiness review staff

NOT APPLICABLE – See SIM-To-Lt-034.

M.A.708 Continuing airworthiness management

- a) All continuing airworthiness management shall be carried out according to the prescriptions of Subpart C.
- b) For every aircraft managed, the CAMO shall:
 - 1. have access to and use the applicable current AMP(s) for the aircraft managed;
 - 2.
 - i. develop and control the AMP for the aircraft managed including any applicable reliability programme; and

- ii. present the AMP and its amendments to FIMAA for approval, unless covered by an indirect approval procedure. In that case, the indirect approval procedure shall be established by the CAMO, as part of the CAME, and shall be approved by FIMAA.
3. manage the accomplishment of modifications and repairs;
4. ensure that all maintenance is carried out in accordance with the AMP and released in accordance with SIM-To-Lt-001 or an equivalent regulation acceptable to FIMAA;
5. ensure that all applicable Airworthiness Directives and operational directives with a continuing airworthiness impact are applied;
6. ensure that all defects discovered or reported, are managed appropriately until corrected by SIM-To-Lt-001 AMO or a correspondingly approved MO acceptable to FIMAA;
7. ensure that maintenance is carried out by SIM-To-Lt-001 AMO or a correspondingly approved MO acceptable to FIMAA;
8. coordinate scheduled maintenance, the application of Airworthiness Directives, the replacement of service life limited parts and component inspection and ensure the work is carried out properly;
9. manage and archive all continuing airworthiness records;
10. ensure that the weight and balance statement reflects the current status of the aircraft;
11. ensure the symmetry check statement reflects the current status of the aircraft (if applicable);

12. initiate and coordinate any necessary actions and follow-up activity highlighted by an occurrence report.

- c) Where there is a maintenance contract/tasking with SIM-To-Lt-001 AMO or a correspondingly approved MO acceptable to FIMAA , it shall detail the functions specified under M.A.301(a)2, M.A.301(a)3, M.A.301(a)5, M.A.301(a)6 and M.A.301(a)8, and define the support of the quality functions of M.A.712(b).

M.A.709 Documentation

- a) The CAMO shall have access to and use applicable current maintenance data in accordance with SIM-To-Lt-001 145.45 for the performance of continuing airworthiness tasks referred to in M.A.708. This data will be provided by the Operating Organisation/(M)TCH)/any other organisation as defined in SIM-To-Lt-035 or an equivalent requirement as appropriate, subject to an appropriate contract/tasking being established. In such a case, the CAMO only needs access to such data for the duration of the contract, except when required by M.A.714.
- b) NOT APPLICABLE

M.A.710 Airworthiness review

NOT APPLICABLE – See SIM-To-Lt-034.

M.A.711 Privileges of the organisation

- a) In accordance with its CAME, for any aircraft listed on its approval certificate a CAMO approved in accordance with Section A, Subpart G:
1. shall manage the continuing airworthiness of specific aircraft;
 2. NOT APPLICABLE

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3. may arrange for any of the continuing airworthiness management tasks to be carried out by another organisation that is:
 - i. working under the quality system of the CAMO; or
 - ii. working under their own EMAR M.A. Subpart G approval.

In either case, the CAMO retains responsibility for all CAMO functions irrespective of who is undertaking them. All such organisations shall be listed on the approval certificate;

4. NOT APPLICABLE

b) NOT APPLICABLE

c) NOT APPLICABLE

d) A CAMO shall, develop and control the M.A.302 AMP(s) including any applicable reliability programme for any aircraft listed on the approval certificate.

M.A.712 Quality system

- a) To ensure that the CAMO continues to meet the requirements of this Subpart, it shall establish a quality system and designate a Quality Manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy aircraft. Compliance monitoring shall include a feedback system to the Accountable Manager to ensure corrective action as necessary.
- b) The quality system shall monitor Subpart G activities. It shall at least include the following functions:
 1. monitoring that all Subpart G activities are being performed in accordance with the approved procedures; and

2. monitoring that all contracted/tasked maintenance is carried out in accordance with the contract/tasking; and
 3. monitoring the continued compliance with the requirements of this directive.
- c) The records of these activities shall be stored for at least two years.
- d) Where an organisation has several approvals, the quality systems may be combined.
- e) The CAMO's quality system shall be an integrated part of the Operating Organisation's quality system, unless FIMAA approves otherwise.
- f) NOT APPLICABLE.

M.A.713 Changes to the CAMO

- a) In order to enable FIMAA to determine continued compliance with this directive, the CAMO shall notify FIMAA of any proposal to change any of the following, before such changes take place:
1. the name of the CAMO;
 2. the location of the CAMO;
 3. additional locations of the CAMO;
 4. the Accountable Manager;
 5. any of the persons specified in M.A.706(c);
 6. the facilities, procedures, work scope and staff that could affect the approval;
 7. any change that affects the approval certificate.
- b) In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity.

M.A.714 Record-keeping

- a) The CAMO shall record all details of continuing airworthiness management activity carried out. The aircraft records required by M.A.305 and, if applicable, M.A.306 shall be retained.
- b) NOT APPLICABLE
- c) Permits to Fly, and all documents relating to their issue as detailed in SIM-To-Lt-035 Subpart P, shall be retained.
- d) The CAMO shall retain a copy of all records referred to in paragraphs (b) and (c) for at least two years after the aircraft has been permanently withdrawn from service.
- e) The records shall be stored in a manner that ensures protection from damage, alteration and theft. The records shall remain readable and accessible for the duration of the storage period.
- f) All computer hardware used to ensure backup shall be stored in a different location from that containing the working data, in an environment that ensures they remain in good condition.
- g) Where continuing airworthiness management of an aircraft is transferred to another CAMO, all retained records shall be transferred to the new CAMO. The time periods prescribed for the retention of records shall continue to apply to the new CAMO.
- h) Where a CAMO terminates its operation, all retained records shall be transferred to the Operating Organisation (if applicable), unless determined otherwise by the FIMAA.

M.A.715 Continued validity of approval

- a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:

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1. the CAMO remaining in compliance with this requirement, in accordance with the provisions related to the applicable administrative procedures established by FIMAA and;
 2. FIMAA being granted access to the CAMO to determine continued compliance with this directive; and
 3. the approval not being surrendered or revoked.
- b) Upon surrender or revocation, the approval certificate shall be returned to FIMAA.

M.A.716 CAMO findings by FIMAA

- a) After receipt of notification of findings under the applicable administrative procedures established by FIMAA, the CAMO shall:
1. identify the root cause of the non-compliance; and
 2. define a corrective action plan; and
 3. demonstrate corrective action implementation to the satisfaction of FIMAA within a period required by FIMAA.
- b) A level 1 finding is any significant non-compliance with these requirements which lowers the safety standard and hazards seriously the flight safety. Depending upon the extent of the level 1 finding, it leads to an immediate full or partial revocation, limitation or suspension of the approval by FIMAA until successful corrective action has been taken by the CAMO.
- c) A level 2 finding is any non-compliance with these requirements which could lower the safety standard and possibly hazards the flight safety.
- d) A CAMO's non-compliance with the actions identified in M.A.716(a) leads to a full or partial suspension of the approval by FIMAA.

SUBPART H – CERTIFICATE OF RELEASE TO SERVICE (CRS)

NOT APPLICABLE – See SIM-To-Lt-001 (FIN EMAR 145).

SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)

NOT APPLICABLE. Ref. SIM-To-Lt-034.

SUBPART K - NATIONAL REQUIREMENTS

M.A.1001 Privileges of the organisation

- a) In respect of specific aircraft types, the Operating Organisation approved in compliance with this Directive may, within its terms of approval, be entitled to:
1. Approve the use of a component, a piece of software or a piece of equipment in an aircraft, when this does not require a Type Certification or Supplemental Type Certification;
 2. Sign the Type Inspection Certificate for a component, a piece of software or a piece of equipment;
 3. Approve modification plans. When major modifications are made, a plan shall be prepared for a Supplemental Type Inspection.
 4. Make and publish decisions and issue regulations related to the continuing airworthiness management based on its monitoring and follow-up as defined in the organization's exposition
- b) In respect of individual aircraft, the Operating Organisation approved in compliance with this Directive may, within its terms of approval, be entitled to:
1. Monitor and inspect aircraft production and installation procedures;
 2. Issue a Certificate of Release to Service, where an AMO has not issued one;
 3. Approve repair plans. When major repairs are made, a plan shall be prepared for a Supplemental Type Inspection;

4. Make and publish decisions and issue regulations related to the continuing airworthiness management based on its monitoring and follow-up as defined in the organization's exposition
5. Grant exemptions.

M.A.1002 Personnel requirements

The Operating Organisation shall designate persons who are authorised to issue such permits as are required in the terms of approval and comply with M.A. 1001 and sign certifications as intended in M.A. 1001 ("the Authorisers"). The authorisations of these Authorisers must be issued specifically to each task and defined for a specific aircraft type and/or system.

M.A.1003 Personnel carrying out inspections and approvals

- a) The qualification requirements of the Authorisers carrying out inspections and referred to in M.A.1002 shall be described in the Operating Organisation's CAME. The following are the minimum requirements for them:
 1. Any person approving airworthiness decisions shall not only be familiar with the aircraft type but also have a good knowledge of military aviation regulations and the relevant airworthiness requirements as well as adequate competence in aircraft maintenance for performing airworthiness evaluations. Any person responsible for an aircraft type shall have a qualification based on type training and experience on the type and an approval granted by the Operating Organisation.
 2. Any person carrying out aircraft type inspections and signing Type Inspection Certificates shall have an appropriate technical training and sufficient experience to reliably assess, on the basis of the available verification results, whether or not the aircraft type, its new/modified version, extensive repair

work or software change meets the airworthiness requirements placed upon it.

3. Any person carrying out type inspections on an aircraft component, a piece of software or a piece of equipment and signing Type Inspection Certificates shall have an appropriate training and sufficient experience relating to the inspected component, piece of software or piece of equipment to reliably assess, on the basis of the available verification results, whether or not the inspected component, piece of software or piece of equipment meets the airworthiness requirements placed upon it.
 4. Any person issuing a Certificate of Release to Service shall have a qualification complying with paragraph a(2).
- b) The Operating Organisation shall ensure that the Authorisers have verifiable contemporary experience in the field of their authorisation or are able to exhibit proof of having received appropriate training in this field in recent past.
 - c) The Authorisers shall be identifiable so that each person and a reference to each person's personal authorisation are specified on a list to be attached to the CAME or referred to therein.
 - d) The Operating Organisation shall maintain records of the Authorisers, and these records shall include detailed information on their appropriate qualifications. The records concerning an Authoriser shall be retained for two years following the termination of the said person's employment/public-service employment relationship with the Operating Organisation.

M.A.1004 Continuing Airworthiness Management Exposition (CAME)

An airworthiness management organisation shall prepare and maintain a CAME presenting M.A.704 as well as, whether directly or by means of references, the following information:

1. A list of Authorisers as intended in M.A.1002 specifying as applicable the authorisations relating to the roles in question;
2. The qualification requirements and designation procedures for the roles intended in M.A.1002.

SECTION B PROCEDURES FOR NATIONAL MILITARY AIRWORTHINESS AUTHORITIES

TO BE ADDED LATER IF REQUIRED.

2 TRANSITIONAL PROVISION

This directive comes into force 1.4.2019. Airworthiness management organisations approved in accordance with SIM-To-Lt-019 (excl. VN) shall apply for an approval complying with this directive within six months of the date on which this directive takes effect.

3 EXEMPTIONS

The Finnish Military Aviation Authority may grant exemptions from this directive on the basis of a well-founded application addressing the exceptional features of the activities in question.

Director

Colonel, M.Sc. (Tech.)

Kimmo Nortaja

Head of Airworthiness

M.Sc. (Tech.)

Kimmo Pelkonen