



EUROPEAN MILITARY AIRWORTHINESS DOCUMENT 4

EMAD 4

AIRWORTHINESS IN TIMES OF CRISIS

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MILITARY AIRWORTHINESS AUTHORITIES FORUM

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EDITION

The Edition Number will take the following format: **Edition X.YY:**

The value of X will change after a **major** revision of the document.

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1. Introduction & Objective

The commitment of air assets in a crisis context, up to a large-scale conflict in coalition with the participation in high intensity operations, makes it challenging to comply with EMAR-based national framework for maintaining aircraft airworthiness and at the same time meet such operational needs.

It is crucial to be prepared as much as possible before a crisis arises. Therefore, to optimize the availability and sustainability of military aircraft various options are proposed to ensure continuity of activities. This involves detailing how to temporarily derogate from the EMAR-based national framework, providing increased flexibility in such situations.

The objective of this document is to provide National Military Airworthiness Authorities (NMAAs) with a harmonised approach, guidelines and potential derogations to EMARs in times of crisis.

The decision to fly while deviating from airworthiness requirements should be risk-based taking into account the associated operational benefits. The appropriate level of decision-making should be analogous to the level of the risk encountered.

All deviations and/or derogations implemented during a crisis should be properly recorded to facilitate the return to the full EMAR compliant environment.

Guidance is also provided on how to revert to full compliance with the EMAR-based national framework, once the crisis has passed. Consideration should also be given to the impact on existing recognitions between NMAAs during this process.

1.1. Scope

In times of crisis, the European Military Airworthiness Requirements (EMARs) remain unchanged. In case of crisis, it is a national sovereign decision to derogate from the EMAR-based national framework.

This document is structured as follows:

- An introduction with the objective
- Annex 1: Initial and Continued Airworthiness in times of crisis: Proposed guidelines
- Annex 2: Continuing Airworthiness in times of crisis: Tables with potential derogations and crucial requirements in EMAR 145, EMAR CAMO & EMAR M
- Annex 3: Return to full EMAR compliant environment: proposed guidelines

Note:

The first edition of EMAD 4 does not cover all EMARs' areas (e.g. EMAR 66, EMAR 147, some Subparts of EMAR 21). However, they may be developed later if so required by the MAWA Forum.

2. Initial and Continued Airworthiness in times of crisis

The initial and continued airworthiness topics relevant for times of crisis are detailed in the Annex 1. It proposes guidelines to better cope with these topics before a crisis arrives and/or during times of crisis. An early engagement of approved organisations with NMAAs is recommended in defining the scope and objectives of such documents/supplements. As a summary the most relevant guidelines are the following:

- Develop an exposition supplement for times of crisis to the Design Organisation Exposition (crisis exposition supplement) by a Type Certificate Holder (TCH) and/or an approved Design Organisation (DO) to adapt the procedures during times of crisis in line with the recommendations of Subpart D, J and M.
- Depending on the aircraft/program establish arrangements in advance with supporting industries (TCH and/or approved DO) that could be activated once in times of crisis.
- Establish means and procedures to build up an Airworthiness Crisis Design Management Response Team (ACDMRT) with experts from the Authority (or its representatives), DO Continuing Airworthiness Management Organisation (CAMO)/Operating Organisation (OO) and Maintenance Organisation (MO) with competences to facilitate the faster processing of major changes, repairs, flight conditions and issue Military Permits to Fly (MPtF).
- Enable a CAMO and/or MO to take over limited Design responsibility by establishing Alternative Procedures to achieve a limited Alternative Design Organisation Approval (ADOA).
- Develop dedicated documents for times of crisis: Crisis Instructions for Continuing Airworthiness (CICA), Crisis Maintenance Planning Document (CMPD), Crisis Aircraft Maintenance Manual (CAMM), Crisis Master Minimum Equipment List (CM MEL) and Aircraft Battle Damage Assessment and Repair (ABDAR) Manual.
- Establish a risk-based approach to facilitate decision making at the appropriate organisation and on the appropriate level in times of crisis when it is no longer possible to comply with all airworthiness related requirements, e.g. to apply non-approved repairs or deviate from AMP to increase availability or establish a different process to issue a MPtF with extended scope for crisis operations.
- Develop a platform for sharing information between Nations about changes to Type Certificates or Supplemental Type Certificates.
- Train on the procedures to be used during crisis times in dedicated exercises. The Authority can use this opportunity to evaluate the crisis exposition supplement processes and propose recommendations/improvements.

3. Continuing Airworthiness in times of crisis

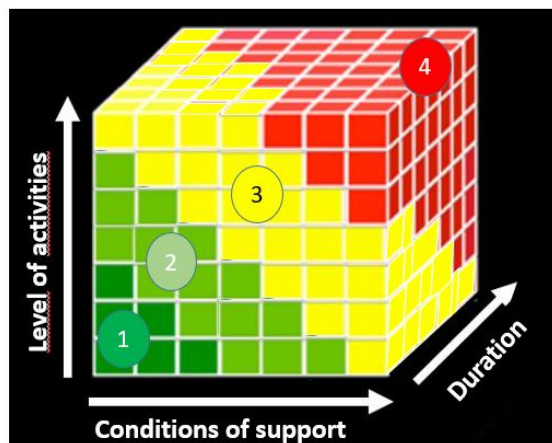
3.1. Context

The following schemes show the rationale behind the guidelines proposed to adapt the level of requirements in continuing airworthiness EMARs to the level of activities/conditions of support/duration of a crisis at different levels of operational sustainability.

Requirements applicable to organisations in EMAR CAMO, EMAR 145 & EMAR M (Sections A) were sorted in 3 categories “Basic”, “Important” and “Crucial” as follows:

- **“Basic”**: failure to fulfil a “Basic” requirement may have an impact on safety;
- **“Important”**: failure to fulfil an “Important” requirement may have a significant impact or a short-term impact on safety;
- **“Crucial”**: failure to fulfil a “Crucial” requirement may seriously endanger safety. Therefore, “Crucial” requirements should be observed in any circumstances.

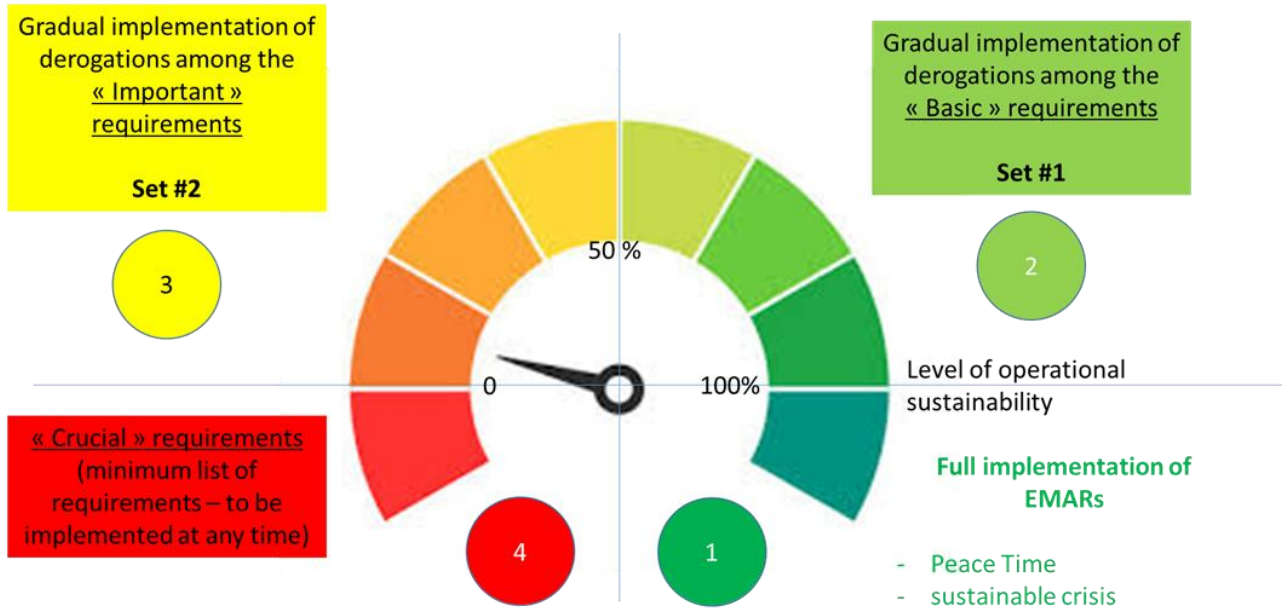
Picture 1 below depicts in 3 dimensions the relation between duration, conditions of support and the level of activities. The combination of these 3 criteria enables the determination of the categories of requirements (“Basic”, “Important” & “Crucial”) appropriate to the situation, therefore, allowing the potential gradual implementation of derogations to EMAR requirements, as proposed in Annex 2.



Picture 1 – criteria defining the level of stress on the operational sustainability

The pressure or stress on the military aircraft support system is represented in the picture 2 below as a gauge:

- In quadrant 1, the support system is fully EMAR compliant;
- In quadrant 2, the pressure on the support system increases, continuing airworthiness EMAR requirements categorised as “Basic” may be no longer possible to fulfil. Therefore, pMS may take the sovereign decision to derogate from these “Basic” requirements (Sets #1 of derogations in Annex 2);
- In quadrant 3, the pressure on the support system further increases, therefore, additional derogations among requirements categorised as “Important” may be implemented (Sets #2 of derogations in Annex 2);
- In quadrant 4, despite the pressure on the support system is maximum, requirements categorised as “Crucial” should not be derogated from (“Crucial” requirements in Annex 2).



Picture 2 – gauge of operational sustainability and level of implementation of derogations

3.2. How to interpret Annex 2 Tables

The Annex 2 contains:

- sets #1 and sets #2 addressing potential derogations in respective EMAR CAMO, EMAR 145 & EMAR M;
- “Crucial” requirements in respective EMAR CAMO, EMAR 145 & EMAR M.

Table “set #1 of derogations – “Basic” requirements” contains a first set of requirements that may be derogated from concerned EMARs when engaging in a crisis phase. Text in **bold font** identify the part of the requirement **proposed for derogation**.

Table “set #2 of derogations – “Important” requirements” adds a second set of requirements that may be derogated from concerned EMARs when the crisis increases. Text in **bold font** identify the part of the requirement **proposed for derogation**.

Table “Crucial” requirements contains concerned and (sometimes) adapted EMAR requirements that should not be derogated at any time.

In order to present understandable, readable and independent tables, some EMAR requirements had to be rephrased, synthetized and/or partially duplicated, keeping the core intent of original requirements.

EMARs are established to define a controlled environment based on approved organisations that are fully compliant with requirements in Sections A of EMARs.

In times of crisis and when implementing derogations from set #1 and then set #2, the organisation is acting more and more outside of the status of an approved organisation which needs to be assessed in accordance with national rules.

When reaching maximum pressure on the support system, “Crucial” requirements are likely to be implemented according to national rules & operational environment and no more in accordance with original EMAR requirements.

Note:

Following requirements in EMAR M Ed. 2.1, EMAR CAMO Ed. 1.0 & EMAR 145 Ed. 2.0 were not addressed in the tables:

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- **CAMO.A.120 & 145.A.120** “Means of compliance”: Not relevant because as soon as we derogate from a requirement, there is no more Means of compliance to the given requirement.
- **CAMO.A.105** “National Military Airworthiness Authority (NMAA)”: Not relevant because this requirement is obvious.

3.3. Interfaces with Initial & Continued airworthiness

Considering that some continuing airworthiness topics have a strong interface with EMAR 21 (see below non-exhaustive list), it is recommended for these topics to also refer to the Annex 1 “Initial and continued airworthiness in times of crisis” in complement to Annex 2 “Continuing airworthiness in times of crisis”:

- Approved data (e.g. MPD/AMP, ICA, changes and repairs, ABDAR, etc.);
- Military Permit to Fly (MPtF);
- Etc.

4. Return to full EMAR compliant environment

At the end of a crisis, the return to the full EMAR compliant environment is likely to be gradual. Depending on the intensity and the duration of the crisis and the larger the deviations of organisations and aircraft from airworthiness regulations are, the longer this transitional phase may last.

Refer to Annex 3 for further guidance.

Annex 1 - Initial and Continued Airworthiness in times of crisis

This Annex follows the same structure as EMAR 21 Subparts. For each Subpart it covers both Sections A and B of EMAR 21. It is based on EMAR 21 Edition 3.0 and recommendations provided in this Annex are general and high-level. An implementation of these recommendations needs further national actions and guidance for the relevant stakeholders such as the Authority and Design Organisations in complement to EMAR 21.

The appropriate Authority¹ may define the level of acceptable design risk that will allow further crises related development by the TCH or DOA holder. For the implementation of recommendations contained in Annex 1, a risk management process is recommended. Additionally, depending on the nature of the product or activity and the level of acceptable risk, EASA requirements and Acceptable Means of Compliance (AMC) related to European Light Aircraft (ELA) may be considered as supplementary guidance.

Subpart A - General Provisions

In a crisis scenario it is relevant to have adequate manuals and instructions to maintain continuing airworthiness during most demanding operational needs. In line with EMAR 21.A.6 and 21.A.7 where it is stated that the TCH shall produce, maintain and update the manuals as well as Instruction for Continuing Airworthiness (ICA) to keep the aircraft airworthy, it is suggested for a crisis scenario to have implemented the following guidelines:

- Promote a Maintenance Review Board (MRB) between the interested stakeholders to optimize ICA relevant to times of crisis in the frame of the existing certification.
- Develop missing repair procedures for relevant components anticipated to suffer damage in crisis scenarios.
- Create dedicated Crisis ICA (CICA) including a Crisis Aircraft Maintenance Manual (CAMM), and Crisis Maintenance Planning Document (CMPD), with additional information related to the risk of delaying or cancelling scheduled maintenance tasks in a crisis scenario (e.g. classify the maintenance task as mandatory or recommended, or as alternative develop other suitable assessment criteria linked to a risk assessment).
- Develop a Crisis Master Minimum Equipment List (CMMEL)², in line with EMAR 21.A.15(d) principles and a Crisis Configuration Deviation List (CCDL) by the TCH or DOA holder. This might allow the aircraft to operate in specific missions with less equipment or systems available when compared to a non-crisis time. A Minimum Essential Subsystem List (MESL)³ to accomplish a specific mission, might be included.
- Develop an Aircraft Battle Damage Assessment and Repair (ABDAR) Manual (e.g.: using as a reference the MIL-DTL-87158), further detailed in Subpart M.

It is recommended that CICA, CAMM and CMMEL provide information on the risks/impact on safety when applying those manuals.

¹ The concept of "appropriate Authority" is different from the definition established by EMAR 21.1 (c). The appropriate Authority within the scope of EMAD 4 is the Authority that will accept the risk in times of crisis.

² This type of information may also be included in the ABDAR manual.

³ The Minimum Essential Subsystem List (MESL) identifies the minimum essential systems and subsystems that must function on an aircraft for it to perform specifically assigned unit wartime, training, test or other missions and that are critical to aircraft mission performance.

Subpart B - Military Type-Certificates (TC) and Military Restricted Type-Certificates (RTC)

For new military TC and military RTC in line with EMAR 21.A.15(b)(3), EMAR 21.A.31 and EMAR 21.A.M42 it could be considered from the beginning of the aircraft design phase provisions and requirements to manage the aircraft configuration and airworthiness during times of crisis. It is recommended during the design phase to:

- Develop manuals dedicated to times of crisis (e.g.: CAMM, CMMEL, CMPD, CCDL and ABDAR).
- Develop connections/provisions (pre-defined locations where it would be possible to connect/plug (mission) equipment or third parties' systems) and applicable standards, to facilitate integration and certification of new systems in future changes.
- Separate / isolate the aircraft systems related to flight safety from mission systems to facilitate certification of changes.
- Identify the parts and appliances with negligible effect on safety in case of non-conformity, in line with EMAR 21.A.307(b)(3) and (b)(4).

Subpart C

(Not applicable)

Subpart D - Changes to Military Type-Certificates and Military Restricted Type-Certificates

In times of crisis there could be a need to accelerate the type design change process to answer to urgent operational demands. To be prepared for a crisis scenario the following guidelines are recommended:

- Establish means and procedures to build up an Airworthiness Crisis Design Management Response Team (ACDMRT) with experts from the Authority or its representatives, DO, CAMO/OO and MO to accelerate decision cycles. The interfaces between the entities and way of working could be tested during crisis exercises.
- Share information between Nations about changes to Type Certificates or Supplemental Type Certificates
- During a crisis scenario it should be possible to release the aircraft with some limitations despite compliance to all requirements initially considered for approving the change has not been shown yet or the design does not comply. For such situations it is suggested as mitigation measures to establish a risk-based approach and define a time vs importance matrix to assess requirements where compliance demonstration can be performed in the future, following the principles detailed in EMAR 21.A.7(c). This information could be used to support a Military Permit to Fly (MPtF), where the aircraft can fly with non-approved configuration (outside of the EMAR compliant environment, see new scope proposed in the Subpart P below).
- The aircraft type design could be reviewed or possibly adapted (as far as possible in anticipation) to identify provisions so that the existing design characteristics and provisions ease compliance demonstrations and facilitate the embodiment of new changes.
- Define possible standard changes i.a.w. EMAR 21.A.90B.
- For deployed aircraft:
 - Enhance the cooperation with the MO to accelerate the embodiment process of the changes.
 - Align the modification (change) instructions with the competences, skills and available tools of the deployed MO staff.

- Implement the changes in a prototype or mock-up, to identify as early as possible issues before providing approved data to the deployed MO/CAMO.

Subpart E - Military Supplemental Type-Certificates (STC)

The rationale behind the guidelines for changes (Subpart D) is also applicable to Military STC.

Subpart F - Production without Military Production Organisation Approval and Subpart G - Military Production Organisation Approval

In times of crisis, Production Organisations could adopt a flexible risk-based approach to ensure the rapid delivery of products and spare parts, for example:

- When dealing with concessions.
- Alternative means to the EMAR Form 1⁴ (or Production Organisation Approval) may be considered for certain spare parts, provided that appropriate traceability and risk assessment measures are in place.
- The use of Additive Manufacturing (AM) techniques might also be explored as a viable solution for both repair and logistical challenges.

For a repair conducted in times of crisis following Aircraft Battle Damage Assessment and Repair procedures the MO should be allowed to fabricate necessary repair parts/spares as deemed necessary, i.e. it may not be required that the production of repair parts/spares follows Subpart F or G. For these cases the MO management system process may be used, except for critical⁵ parts.

More generally, for repairs conducted in times of crisis the MO should have access to design data and should be allowed to fabricate necessary repair parts/spares as deemed necessary, i.e. it may not be required that the production of repair parts/spares follows Subpart F or G. For these cases the MO management system process and a risk-based approach should be used.

Subpart H - Military Certificates of Airworthiness and Military Restricted Certificates of Airworthiness

(Reserved)

Subpart I - Noise Certificate

(Reserved)

Subpart J - Military Design Organisation Approval

For a DOA holder a supplement for times of crisis should be developed to establish procedures to cope with airworthiness in times of crisis. In line with EMAR 21.A.243(a) a DOA holder should introduce in the Exposition procedures for times of crisis (e.g. a supplement) that may cover the following options to reduce the response time and increase flexibility:

- Independent checking function of showing of compliance i.a.w. EMAR 21.A.239 (b), might be adapted to accelerate the compliance demonstration process (e.g. using an external Compliance Verification Engineer (CVE) not belonging to the organisation, assigning the check to a technically competent person who is not appointed as CVE for that scope, arranging independent verification with a partner organisation).
- Establish the procedures to interface with the Airworthiness Crisis Design Management Response Team (ACDMRT) where experts from the Authority or its representatives, DO, CAMO/OO and MO will work together to accelerate decisions and approvals, related to changes, repairs, approval of flight conditions and MPtF.

⁴ A list of parts produced without EMAR Form 1 and installed on A/C has to be initiated and updated to facilitate the return to a full EMAR compliant environment.

⁵ In accordance with EMAR 21.A.139 and EMAR 21.A.805.

CAMO and/or MO could also take over limited Design responsibility by establishing Alternative Procedures to achieve a limited Alternative Design Organisation Approval (ADOA). The design capability of this organisation will be recognised by the Authority with an ADOA according to EMAR AMC1 21.A.14(b).

In line with EMAR 21.B.M475 (a) 3. and 4. in order to verify the effectiveness of the design organisation procedures for times of crisis, the Authority should perform regular assessments (e.g. during crisis exercises).

Further guidelines for Design Organisation on how to deal with repairs during crisis are addressed in Subpart M below.

Subpart K - Parts and Appliances

(Reserved)

Subpart M - Repairs

Designing repair solutions is a key point during crisis, so in order to enhance efficiency and increase aircraft availability the following guidelines are proposed: standard repairs, specific repairs following EMAR 21 revised processes in times of crisis and Aircraft Battle Damage Assessment and Repair (ABDAR) procedures.

a) Standard Repairs

EMAR 21.A.431B allows the development of standard repairs for the products accepted by the Authorities that are not in conflict with TC holders' data.

From a military perspective the scope of EMAR 21.A.431B is not limited in weight or aircraft type, which already introduces flexibility in the implementation of standard repairs (simple repairs) in military aircraft using as guidelines the CS-STAN and relevant FAA Advisory Circulars. However, this approach could not be used for cases where there is the need for compliance demonstration i.a.w. EMAR 21, for instance when the repair has impact in the fatigue or aeroelastic characteristics. The use of standard repairs is limited by the Authority based on the complexity and type of aircraft, nevertheless standard repairs may be customized for damages expected during a crisis.

Background information:

In the EASA environment standard repairs and standard changes are detailed in CS-STAN (Certification Specifications for Standard Changes and Repairs). Although in the EASA environment the standard repairs are limited to aeroplanes of 5700 kg Maximum Take-Off Mass (MTOM) or less, rotorcraft of 3175 kg MTOM or less, sailplanes, power sailplanes, balloons and airships, in EMAR 21 environment it is up to the Authority to decide in what type it will be possible to apply a standard repair. For repairs, CS-STAN mentions as reference documentation the FAA Advisory Circular AC 43.13-1B - Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair. This document contains guidance materials and sources for best practices in repairing metal, composite, wood and mixed structures. It contains methods, techniques, and practices acceptable to the Federal Aviation Administration (FAA) for performing inspections and minor repairs of non-pressurized areas of civil aircraft, unless there are manufacturer repair or maintenance instructions for the specific inspection or repair. The repair data described in this AC may be used as a basis for FAA approval for major repairs. In the FAA system the repair data may also be used as approved data under certain conditions.

b) Specific Repairs

i) EMAR 21 repair processes – preparation for times of crisis

It is recommended to extend repairs designed for specific tail numbers damages to the Type, and introduce them in the Repair Manuals in line with EMAR 21.A.7, which will increase the number of available repair solutions.

For repairs that need compliance substantiation and depending on the circumstances a DO, in line with EMAR 21.A.243(a), should introduce procedures for times of crisis in the Exposition (e.g. a supplement). To reduce the response time and increase flexibility the following guidelines may be taken into account:

- DO should establish procedures in order to enable the Authority to extend the privileges i.a.w. EMAR 21.A.263(c) 1, 2 and 5.
- Possible deployment of a Design Organisation Subject Matter Expert (SME) to work together with the MO, for the description of the damage, its assessment and possible repair design, facilitating the interface between the CAMO, MO, DO and the Authority.
- Record keeping procedures (EMAR 21.A.5) of repair design may be adapted without losing relevant information (e.g. repairs designed in the field).
- Specific technics and/or procedures to produce repair parts or spare parts may be developed by a DO to be utilised by a MO and PO (e.g. additive manufacturing).
- The interface between the DO, CAMO or MO, should be established/emphasized for facilitating repair activities (e.g. consider available resources in the field, possible use of IT tools).

The Authority may extend repair approval privileges i.a.w. EMAR 21.A.263(c) 1, 2 and 5 following the establishment of an adequate Level of Involvement (LOI) as defined in EMAR 21.B.100.

During a crisis scenario it should be possible to release the aircraft with some limitations despite compliance to all requirements initially considered for approving the repair design has not been shown yet or the design does not comply. For such situations it is suggested as mitigation measures to establish a risk-based approach and define a time vs importance matrix to assess requirements where compliance demonstration can be performed in the future, following the principles detailed EMAR 21.A.7(c). This information could be used to support a MPTF, where the aircraft can fly with non-approved configuration (outside of the EMAR compliant environment).

As mentioned for the design changes, means and procedures to build up an Airworthiness Crisis Design Management Response Team (ACDMRT) could be established with experts from the Authority or its representatives, DO, CAMO/OO and MO to accelerate decision cycles. The interfaces between the entities and way of working could be trained during crisis exercises.

ii) Aircraft Battle Damage Assessment and Repair (ABDAR) procedures

When repairs from the SRM, standard repairs or repairs designed for specific damages by DO are not possible, the ABDAR⁶ approach may be followed. In addition to the ICA mentioned in EMAR 21.A.7, the TCH could provide ICA for times of crisis (CICA). Furthermore manuals could be developed by the TCH or a DO competent in ABDAR procedures/ techniques. In times of crisis the CAMO in coordination with the MO decides on the implementation of ABDAR to maximise aircraft availability.

The ABDAR approach allows MO to perform repairs to aircraft structures and systems that will allow the aircraft to return to home base (ferry flight) or continue to operate in times of crisis. This approach may not restore 100% of the original aircraft capabilities, configuration and structural strength. It could cover structural components electrical and mechanical systems, hydraulics, piping, fuel systems or wiring. ABDAR manuals typically provide temporary repair instructions and may include damage assessment guidelines, personnel qualification, repair procedures (with tools and techniques), substitute materials and/or investigation of fire / heat damage to metallic parts. It is recommended to develop specific competences/skills within the MO to implement ABDAR procedures.

⁶ ABDAR concept include the assessment of repairs, however in some sources is also identified as equivalent to ABDAR.

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Assessments and damage repairs made under ABDAR procedures are required to be properly documented, with possible limitations. The records of ABDAR activities will support the return of the aircraft to a full EMAR compliant environment (see Annex 3).

Summary for repairs

In times of crisis, any of the previous guidelines could be implemented, depending on the established procedures, complexity of the repair, information and communication channels available as well as operational demand.

The outcome of the repair assessment process could lead to an unrepaired damage (postponement of a repair).

The following table summarizes the roles and responsibilities of each stakeholder considering the above guidelines. The role of Production Organisations was not considered in the table below as in times of crisis, it may not be required that the production follows Subparts F or G, except for critical parts.

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Repair approach	Authority	Design Organisation	Maintenance Organisation	CAMO	Comments
Standard repairs	<ul style="list-style-type: none"> Standard repair procedure approval 	<ul style="list-style-type: none"> Development of standard repairs 	<ul style="list-style-type: none"> Assessment and implementation of the repair Testing of the conformity of the standard repair 	<ul style="list-style-type: none"> Management of the aircraft configuration 	<ul style="list-style-type: none"> Standard repairs may be common to some aircraft types
EMAR 21 repair processes (if there is a communication channel between MO/CAMO and DO/Authority)	<ul style="list-style-type: none"> Normal oversight Approval of DO Exposition crisis supplement Evaluation of crisis procedures during exercises Approval of possible new privileges if not granted 	<ul style="list-style-type: none"> Design and repair approval (if privileges granted) Development of crisis supplement of the DO Exposition Adjustment of repair complexity based on staff competences and available material Possible deployment of SMEs 	<ul style="list-style-type: none"> Implementation of the repair and possible production of repair or spare parts 	<ul style="list-style-type: none"> CAMO requests the change and records its application Management of the aircraft configuration 	<ul style="list-style-type: none"> For Minor repairs i.a.w EMAR 21.A.263 c. (1) and (2), CAMO/MO can propose a repair design to be approved by the Authority. Possible use of ADOA concept by CAMO/MO for demonstration of limited repair design capabilities.
Aircraft Battle Damage Assessment and Repair (ABDAR) manual	<ul style="list-style-type: none"> Acknowledgement of the ABDAR manual 	<ul style="list-style-type: none"> Development of the ABDAR manuals 	<ul style="list-style-type: none"> Execution of the repair i.a.w ABDAR manual 	<ul style="list-style-type: none"> Management of the aircraft configuration CAMO triggers the use of ABDAR manual 	<ul style="list-style-type: none"> Need for training ABDAR technicians A specific marking could be used for ABDAR repairs

Subpart O - Military Technical Standard Order Authorisations

(Reserved)

Subpart P - Military Permit to Fly

Military permits to fly shall be issued in accordance with EMAR 21.A.701 when an aircraft does not meet, or has not been shown to meet, applicable airworthiness requirements but is capable of safe flight under defined conditions.

In times of crisis, it could be necessary to issue a MPtF with extended scope for crisis operations to allow an OO to operate aircraft, outside of the EMAR compliant environment.

For such situations it is suggested to establish a risk-based approach by addressing risks in terms of severity and probability resulting in a risk classification (e.g. low/medium/high). The outcome of this assessment together with possible mitigations and/or limitations should be reflected in the flight conditions. Depending on the level of the risks, the MPtF could be issued by the appropriate Authority entitled for accepting such level of risk.

To accelerate the development of changes and repairs by DO or production by PO, there is also the possibility for the Authority to extend the privileges of a DO and/or PO to approve flight conditions and issue a MPtF in line with EMAR 21.A.710 and EMAR 21.A.711. The extended privileges should be documented (e.g. in the crisis supplement of the Exposition) and could be suspended at any time by the Authority.

Subpart Q - Identification of Products, Parts, and Appliances

Marking of products, parts and appliances is relevant for traceability and record keeping. In times of crisis it is suggested, when possible, to:

- Follow EMAR 21.A.804 (a) 1. and 2.
- Mark permanently and legibly the repair parts with the letters: ABDAR, if produced based on ABDAR procedures.

Annex 2 - Continuing Airworthiness in times of crisis

1. EMAR M tables

1.1. "BASIC Requirements"

Set #1 of derogations – "BASIC" requirements in EMAR M Ed. 2.1	
M.A.201	Responsibilities
(a)(1)	Operating Organisation (OO) is accountable for the continuing airworthiness of an aircraft & shall ensure that no flight takes place unless the aircraft is maintained in an airworthy condition.
(a)(2)	OO is accountable for the continuing airworthiness of an aircraft & shall ensure that no flight takes place unless any operational & emergency equipment fitted is correctly installed & serviceable or clearly identified as unserviceable.
(a)(3)	OO is accountable for the continuing airworthiness of an aircraft & shall ensure that no flight takes place unless the Military Certificate of Airworthiness (MCoA) & the Military Airworthiness Review Certificate (MARC) remain valid.
(a)(4)	OO is accountable for the continuing airworthiness of an aircraft & shall ensure that no flight takes place unless the maintenance of the aircraft is performed iaw the Aircraft Maintenance Programme (AMP) as specified in EMAR M.A.302.
(g)(2)	When the OO is not a CAMO (Continuing Airworthiness Management Organisation) approved iaw EMAR CAMO, it shall conclude a written contract as regards the performance of continuing airworthiness tasks iaw Appendix I to EMAR M with an organisation approved iaw EMAR CAMO.
M.A.202	Occurrence Reporting
(d)	Organisation shall submit reports referred in points (a) & (c) no later than 72 hours from the moment when the organisation identified the condition to which the report relates, unless exceptional circumstances prevent this.
(e)	Organisation shall submit a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future. This report shall be produced in a form & manner established by the NMAA.
M.A.301	Continuing airworthiness tasks
(e)	Aircraft continuing airworthiness & serviceability of operational & emergency equipment shall be ensured by the analysis of the effectiveness of the approved AMP referred to in EMAR M.A.302.
M.A.302	Aircraft Maintenance Programme (AMP)
(g)	AMP shall include a reliability programme, unless otherwise specified by the NMAA.
(h)	AMP shall be subject to periodic reviews & be amended accordingly when necessary. Those reviews shall ensure that the AMP continues to be up to date & valid in light of the operating experience & instructions from the NMAA, while taking into account new & modified maintenance instructions

	issued by the MTC & MSTC holders & any other organisation that publishes such data in accordance with EMAR 21.
M.A.305	Aircraft continuing airworthiness record system
(a)	At completion of any maintenance, the aircraft CRS (EMAR 145.A.50 refers), shall be entered in the aircraft continuing airworthiness record system, as soon as practicable & no later than 30 days after the completion of any maintenance.
(e)4.	Record-keeping periods when the aircraft is permanently withdrawn from service:
(e)4.(i)	data required by point (b)(1) in respect of aircraft/engine(s)/propeller(s) shall be retained for at least 12 months.
(e)4.(ii)	last effective status & reports as identified under points (c) & (d) shall be retained for at least 12 months.
(e)4.(iii)	most recent CRS(s) & detailed maintenance records as identified under EMAR M.A.305(e)(2)(ii) and (e)(3)(i) shall be retained for at least 12 months.
M.A.306	Aircraft technical log system
(a)(5)	For each aircraft, the OO shall use an aircraft technical log system containing any necessary guidance instructions on maintenance support arrangements.
(b)	Initial issue of aircraft technical log system shall be approved by the NMAA. Any subsequent amendment to that system shall be managed iaw EMAR CAMO.A.300(c).
M.A.307	Transfer of aircraft continuing airworthiness records
(c)	Time periods for the retention of records set out in EMAR M.A.305(e) shall continue to apply to the new OO or CAMO.
M.A.403	Aircraft defects
(c)	Any aircraft defect that would not hazard seriously flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified & within any limits specified in the maintenance data or the MEL.
M.A.901	Aircraft airworthiness review
(i)(2)	OO of the aircraft shall provide the NMAA with suitable accommodation at the appropriate location for its personnel.
(k)(11)	The airworthiness review of the aircraft shall include a full documented review of the aircraft records establishing that, if required by the NMAA, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of EMAR 21.
(k)(12)	The airworthiness review of the aircraft shall include a full documented review of the aircraft records establishing that, if required by the NMAA, the current symmetry report reflects the configuration of the aircraft & is valid.

(m)(1)	Through the physical survey of the aircraft, the ARS shall ensure that all required markings & placards are properly installed.
(n)	By derogation from point (a), the airworthiness review may be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, so as to allow for the physical review to take place during a maintenance check.
(p)	A copy of MARC issued or extended for an aircraft shall be sent to the NMAA within 10 days.
(r)	Should the outcome of the airworthiness review be inconclusive, the organisation having carried out the review shall inform the NMAA as soon as possible and in any case within 72 hours from the moment the organisation identifies the reason for which the airworthiness review is inconclusive.
M.A.902	Validity of the MARC
(c)	Upon surrender or revocation, the MARC shall be returned to the NMAA.

1.2. "IMPORTANT" Requirements

Set #2 of derogations – "IMPORTANT" requirements in EMAR M Ed. 2.1	
M.A.201	Responsibilities
(d)	The pre-flight inspection shall be carried out by the pilot or another qualified person but shall not need to be carried out by an approved Maintenance Organisation (MO).
(g)(2)	OO shall ensure that tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with EMAR CAMO ; when the OO is not a CAMO approved iaw EMAR CAMO, it shall conclude a written contract as regards the performance of those tasks with an organisation approved iaw EMAR CAMO .
(g)(3)	OO shall ensure that maintenance of military aircraft and components thereof shall be carried out by an organisation approved in accordance with EMAR 145 .
(j)	OO shall ensure that any person authorised by the NMAA is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with EMARs.
M.A.202	Occurrence Reporting
(a)(1)	Without prejudice to the reporting requirements set out in EMAR 145 & EMAR CAMO, any organisation responsible iaw EMAR M.A.201 shall report any identified condition of an aircraft or component which endangers flight safety, to the NMAA .
(a)(2)	Without prejudice to the reporting requirements set out in EMAR 145 & EMAR CAMO, any organisation responsible iaw EMAR M.A.201 shall report any identified condition of an aircraft or component which endangers flight safety to the organisation responsible for the type design or supplemental type design .
M.A.301	Continuing airworthiness tasks
(b)	Rectification of any defect & damage affecting safe operation iaw data specified in EMAR M.A.304 & EMAR 145.A.45 , while taking into account the MEL & CDL, when existing.
(c)	Accomplishment of all maintenance iaw the AMP referred in EMAR M.A.302 .
(d)	Release of all maintenance iaw EMAR 145 .
(f)(2)	Accomplishment of any applicable operational directive with a continuing airworthiness impact .
(f)(3)	Accomplishment of any applicable continuing airworthiness requirement established by the NMAA .
(f)(4)	Accomplishment of any applicable measures required by the NMAA in immediate reaction to a safety problem.
(g)	Accomplishment of modifications and repairs iaw EMAR M.A.304 .
(i)	Maintenance check flights, when necessary.

M.A.302	Aircraft Maintenance Programme (AMP)
(b)	AMP & any subsequent amendments thereto shall be approved by the NMAA.
(c)	AMP & its amendments may be approved through an indirect approval procedure. In that case, the indirect approval procedure shall be established by the CAMO concerned as part of the CAME referred in EMAR CAMO.A.300 & shall be approved by the NMAA responsible for that CAMO.
(d)(1)	AMP shall demonstrate compliance with the instructions issued by the NMAA.
(d)(2)(i)	AMP shall demonstrate compliance with the Instructions for Continuing Airworthiness issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, major repair design approval, MTSO authorisation or any other relevant approval issued under EMAR 21.
(d)(2)(ii)	AMP shall demonstrate compliance with the Instructions for Continuing Airworthiness included in the airworthiness codes or equivalent standards referred in EMAR 21.A.431B, if applicable.
(d)(2)(iii)	AMP shall demonstrate compliance with the Instructions for Continuing Airworthiness issued by any organisation recognized by the NMAA.
(e)	By derogation to point (d), the OO or CAMO may deviate from the instruction referred in point (d)(2) & propose escalated intervals in the AMP, based on data obtained from sufficient reviews carried out iaw point (h). Indirect approval is not permitted for the escalation of safety related tasks. The OO or CAMO may also propose additional instructions in the AMP.
(f)	AMP shall contain details of all maintenance to be carried out, including frequency & any specific tasks linked to the type and specificity of operations.
M.A.304	Data for modifications and repairs
(a)	Organisation repairing an aircraft / component, shall assess any damage. Modifications & repairs shall be carried out using, as appropriate, the data approved by the NMAA.
(b)	Organisation repairing an aircraft / component, shall assess any damage. Modifications & repairs shall be carried out using, as appropriate, the data approved by an EMAR 21 Design Organisation.
(c)	Organisation repairing an aircraft / component, shall assess any damage. Modifications & repairs shall be carried out using, as appropriate, the data contained in EMAR 21.A.431B.
(d)	Organisation repairing an aircraft / component, shall assess any damage. Modifications & repairs shall be carried out using, as appropriate, the data produced by an organisation accepted by the NMAA.
M.A.305	Aircraft continuing airworthiness record system
(a)	At the completion of any maintenance, the aircraft CRS required by EMAR 145.A.50, shall be entered in the aircraft continuing airworthiness record system.

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(b)(3)	The aircraft continuing airworthiness record system shall contain the aircraft technical log as required by EMAR M.A.306.
(e)	OO shall establish a system to keep the following documents & data in a form acceptable to the NMAA and for the periods specified below:
(e)(2)(i)	CRS & detailed maintenance records demonstrating compliance with ADs & measures mandated by the NMAA in immediate reaction to a safety problem applicable to the aircraft, engine(s), propeller(s) and components fitted thereto, as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but covering a period not shorter than 36 months.
(e)(2)(ii)	CRS & detailed maintenance records demonstrating compliance with the applicable data iaw EMAR M.A.304 for current modifications & repairs to the aircraft, engine(s), propeller(s) & any component subject to airworthiness limitations.
(e)(2)(iii)	CRS & detailed maintenance records of all scheduled maintenance or other maintenance required for continuing airworthiness of aircraft, engine(s), propeller(s), as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail but covering a period not shorter than 36 months.
(e)(3)(i)	Data specific to certain components: an in-service history record for each life-limited part based on which the current status of compliance with airworthiness limitations is determined.
(e)(3)(ii)	Data specific to certain components: the CRS & detailed maintenance records for the last accomplishment of any scheduled maintenance & any subsequent unscheduled maintenance of all life-limited parts & time-controlled components until the scheduled maintenance has been superseded by another scheduled maintenance of equivalent scope and detail but covering a period not shorter than 36 months.
(f)	CAMO responsible for the management of continuing airworthiness tasks pursuant to EMAR M.A.201 shall comply with the requirements regarding the aircraft continuing airworthiness record system & present the records to the NMAA upon request.
(g)	All entries made in the aircraft continuing airworthiness record system shall be clear & accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
M.A.306	Aircraft technical log system
(a)3.	For each aircraft, the OO shall use an aircraft technical log system containing the current maintenance statement giving the aircraft maintenance status of what scheduled & out of phase maintenance is next due except that the NMAA may agree to the maintenance statement being kept elsewhere.
(b)	The initial issue of aircraft technical log system shall be approved by the NMAA. Any subsequent amendment to that system shall be managed.
M.A.307	Transfer of aircraft continuing airworthiness records

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(a)	When an aircraft is permanently transferred from one OO to another, the transferring OO shall ensure that the continuing airworthiness records referred in EMAR M.A.305 & the aircraft technical log system referred in EMAR M.A.306 , are also transferred.
(b)	When the OO contracts the continuing airworthiness management tasks to a CAMO, the OO shall ensure that the continuing airworthiness records referred in EMAR M.A.305 are transferred to that contracted CAMO.
(c)	The time periods for the retention of records shall continue to apply to the new OO or CAMO.
M.A.403	Aircraft defects
(b)	Only the authorised certifying staff, according to EMAR 145 can decide, using EMAR 145.A.45 maintenance data, whether an aircraft defect hazards seriously the flight safety & therefore decide when & which rectification action shall be taken before further flight & which defect rectification can be deferred.
(c)	Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified.
(d)	Any defect not rectified before flight shall be recorded in the aircraft continuing airworthiness record system referred in EMAR M.A.305 & in the aircraft technical log system referred in EMAR M.A.306 .
M.A.501	Classification and installation
(a)(1)	Components in a satisfactory condition, released on EMAR Form 1 (Appendix II to EMAR M) or equivalent & marked iaw with Subpart Q of EMAR 21, unless otherwise specified in EMAR 21.A.307, in EMAR M.A.502 or in EMAR 145.
(a)(2)	Unserviceable components, refer to EMAR 145.A.42(a)(ii).
(a)(3)	Unsalvageable components, refer to EMAR 145.A.42(a)(iii).
(a)(4)	Standard parts, refer to EMAR 145.A.42(a)(iv).
(a)(5)	Raw and consumable material, refer to EMAR 145.A.42(a)(v).
(b)	Components, standard parts & material shall only be installed on an aircraft or a component when they are in a satisfactory condition, belong to one of the categories listed in point (a) & the applicable maintenance data specifies the particular component, standard part or material.
M.A.502	Component maintenance
(a)	Maintenance of components requiring an EMAR Form 1 iaw EMAR 21.A.307 shall be performed by maintenance organisations approved iaw EMAR 145.
(b)	By derogation to point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft MO approved iaw EMAR 145. Such maintenance shall be performed iaw the aircraft maintenance data or iaw the component maintenance data if agreed by the NMAA. Such aircraft MO may temporarily remove the component for maintenance if this is necessary to

	improve access to the component, except where additional maintenance is required due to the removal.
(c)	By derogation to point (a), where a component is fitted to the engine or APU, the maintenance of such component may be performed by an engine MO approved iaw EMAR 145. Such maintenance shall be performed iaw provisions of point (f) of Appendix II to EMAR 145.
M.A.503	Life-limited parts and time-controlled components
(a)	Installed life-limited parts & time-controlled components shall not exceed the approved limitation as specified in the AMP and ADs.
(b)	When the approved limitation expires, the component shall be removed from the aircraft for maintenance, or for disposal in the case of life-limited parts.
M.A.901	Aircraft airworthiness review
	To ensure the validity of the Military Certificate of Airworthiness an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.
(a)	A MARC is issued iaw EMAR Form 15a or 15b upon completion of a satisfactory airworthiness review. The MARC shall be valid for 1 year.
(b)	An aircraft in a controlled environment is an aircraft which, during the preceding 12 months:
(b)(1)	Has had its airworthiness continuously managed by an organisation approved iaw EMAR CAMO.
(b)(2)	Has been maintained by a MO approved iaw EMAR 145.
(c)	For all aircraft that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft may iaw EMAR CAMO.A.125(e) & subject to compliance with point (j):
(c)(1)	Issue a MARC iaw EMAR M.A.901.
(c)(2)	Extend at most twice the validity of the MARC it has issued, for a period of 1 year each time , where the aircraft concerned has remained within a controlled environment.
(d)	For all aircraft that are not in a controlled environment or have their continuing airworthiness managed by a CAMO that does not hold the privilege to carry out airworthiness reviews, the MARC shall be issued by the NMAA upon satisfactory assessment based on a recommendation made by a CAMO appropriately approved iaw EMAR CAMO.A.125(e)2 , sent together with the application from the OO/CAMO. This recommendation shall be based on an airworthiness review carried out iaw with EMAR M.A.901.
(f)	By derogation from point (c)(2), for aircraft that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft, may, subject to compliance with point (j), extend at most twice the validity of a MARC that the NMAA or another CAMO has issued, for a period of 1 year each time.

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(g)	The NMAA may carry out an airworthiness review at any time it considers it appropriate to do so.
(i)	Where the NMAA issues the MARC itself in accordance with point (g) or after assessing the recommendation iaw EMAR M.B.901 , the OO of the aircraft shall, where necessary for those purposes, provide the NMAA with:
(i)(3)	The support of the certifying staff.
(k)	The airworthiness review of the aircraft shall include a full documented review of the aircraft records establishing that the following requirements have been met:
(k)(1)	Airframe, engine and propeller flying hours and associated flight cycles have been properly recorded.
(k)(2)	The flight manual is applicable to the aircraft configuration & reflects the latest revision status .
(k)(3)	All the maintenance due on the aircraft pursuant to the approved AMP has been carried out.
(k)(4)	All known defects have been corrected or, when applicable, carried forward in a controlled manner; iaw EMAR M.A.403 .
(k)(5)	All applicable ADs have been applied and properly registered.
(k)(6)	All modifications and repairs applied to the aircraft have been registered & are compliant with EMAR M.A.304 .
(k)(7)	All life-limited parts & time-controlled components installed on the aircraft are properly identified, registered & have not exceeded their limitation.
(k)(8)	All maintenance has been released by an approved EMAR 145 maintenance organisation.
(k)(10)	The aircraft complies with the latest revision of its type design approved by the NMAA .
(l)	For the physical survey of the aircraft, ARS not appropriately qualified iaw EMAR 66 shall be assisted by such qualified staff .
(m)(2)	Through the physical survey of the aircraft, ARS shall ensure that the aircraft complies with its approved flight manual.
(m)(3)	Through the physical survey of the aircraft, ARS shall ensure that the aircraft configuration complies with the approved documentation.
(o)(1)	The MARC (EMAR Form 15b) or the recommendation for the issue of the MARC by the NMAA (EMAR Form 15a referred in Appendix III to EMAR M) can only be issued by authorised ARS on behalf of the approved organisation.
(p)	Copy of any MARC issued or extended for an aircraft shall be sent to the NMAA.
(q)	Airworthiness review tasks shall not be subcontracted.

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M.A.902	Validity of the MARC
(b)(2)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if the aircraft does not remain in conformity with the type design approved by the NMAA .
(b)(3)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if the aircraft has been operated beyond the limitations of the approved flight manual or the Military Certificate of Airworthiness, without appropriate action being taken.
(b)(5)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if a modification or repair is not compliant with EMAR M.A.304 .

1.3. "CRUCIAL" Requirements

No proposed derogations	
"CRUCIAL" requirements in EMAR M Ed. 2.1	
M.A.101	Scope
	Measures to be taken to ensure that the airworthiness of aircraft is maintained, including its maintenance. It also specifies the conditions to be met by organisations involved in such activities.
M.A.201	Responsibilities
(a)	OO is accountable for the continuing airworthiness of an aircraft. For individual aircraft or types for which a MCoA or Military Restricted Certificate of Airworthiness is not appropriate, a Military Permit to Fly may be issued iaw national rules.
(b)	When an aircraft is leased, the responsibilities for its continuing airworthiness shall be detailed in the leasing contract.
(c)	Any organisation performing maintenance shall be responsible for the tasks performed.
(d)	OO shall be responsible for the satisfactory accomplishment of the pre-flight inspection.
(g)(1)	OO shall ensure that no flight takes place unless the conditions set out in point (a) are met.
(g)(2)	OO shall ensure that the tasks associated with continuing airworthiness are performed by a CAMO; when the OO is not a CAMO, it shall conclude a written contract as regards the performance of those tasks with a CAMO.
(g)(3)	OO shall ensure that maintenance of military aircraft & components thereof shall be carried out by a MO.
M.A.202	Occurrence reporting
(a)	Organisation responsible shall report any identified condition of an aircraft or component which endangers flight safety.
(b)	The reports shall be made iaw national rules & shall contain all pertinent information about the condition known to the organisation making the report.
(c)	Where the maintenance or the airworthiness review of the aircraft is carried out on the basis of a written contract, the organisation responsible for those activities shall also report any condition referred in point (a) to the OO of the aircraft &, when different, to the CAMO concerned.
M.A.301	Continuing airworthiness tasks

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(a)	Aircraft continuing airworthiness shall be ensured by the accomplishment of pre-flight inspections.						
(b)	Aircraft continuing airworthiness shall be ensured by the rectification of any defect & damage affecting safe operation iaw data specified in national rules.						
(c)	Aircraft continuing airworthiness shall be ensured by the accomplishment of all maintenance iaw an AMP.						
(d)	Aircraft continuing airworthiness shall be ensured by the release of all maintenance.						
(f)(1)	Aircraft continuing airworthiness shall be ensured by the accomplishment of any applicable Airworthiness Directive (AD).						
(f)(4)	Aircraft continuing airworthiness shall be ensured by the accomplishment of any applicable measures required in immediate reaction to a safety problem iaw national rules.						
(g)	Aircraft continuing airworthiness shall be ensured by the accomplishment of modifications & repairs iaw national rules.						
(h)	Aircraft continuing airworthiness shall be ensured by delivering to the pilot-in-command, or to the OO, the mass & balance statement reflecting the current configuration of the aircraft.						
M.A.302	Aircraft Maintenance Programme (AMP)						
(a)	Maintenance of each aircraft shall be organised in accordance with an AMP (this can be a dedicated AMP for times of crisis).						
M.A.303	Airworthiness Directives						
	Any applicable AD must be carried out within the requirements of that AD, iaw national rules.						
M.A.304	Data for modifications and repairs						
	An organisation repairing an aircraft or a component shall assess any damage. Modifications & repairs shall be carried out using data specified in national rules.						
M.A.305	Aircraft continuing airworthiness record system						
(a)	At the completion of any maintenance, the aircraft CRS shall be entered in the aircraft continuing airworthiness record system.						
(b)(1)	Aircraft continuing airworthiness record system shall contain the date of the entry, the total in-service life accumulated in the applicable parameter for aircraft, engine(s) and/or propeller(s).						
(b)(2)	Aircraft continuing airworthiness record system shall contain the aircraft continuing airworthiness records described in points (c) & (d) below together with the supporting detailed maintenance records described in point (e) below.						
(b)(3)	Aircraft continuing airworthiness record system shall contain the aircraft technical log.						
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(c)	Aircraft continuing airworthiness records shall include the current mass & balance report & the current status of:
(c)(1)	ADs & measures mandated in immediate reaction to a safety problem iaw national rules.
(c)(2)	Modifications & repairs.
(c)(3)	Compliance with the AMP.
(c)(4)	Deferred maintenance tasks & deferred defects rectification.
(c)(5)	Symmetry check report (if required).
(d)(1)	Aircraft continuing airworthiness records shall include the current status specific to components of life-limited parts, including the life accumulated by each affected part in relation to the applicable airworthiness limitation parameter
(d)(2)	Aircraft continuing airworthiness records shall include the current status specific to components of time-controlled components, including the life accumulated by the affected components in the applicable parameter, since the last accomplishment of scheduled maintenance, as specified in the AMP
(e)(1)	OO shall establish a system to keep the aircraft technical log system.
(e)(2)	OO shall establish a system to keep the CRS & detailed maintenance records.
(e)(3)	OO shall establish a system to keep data specific to certain components.
(f)	CAMO responsible for the management of continuing airworthiness tasks shall comply with the requirements regarding the aircraft continuing airworthiness record system.
(g)	All entries made in the aircraft continuing airworthiness record system shall be clear & accurate.
M.A.306	Aircraft technical log system
(a)(1)	For each aircraft OO shall use an aircraft technical log system containing the information about each flight, necessary to ensure continued flight safety.
(a)(2)	For each aircraft OO shall use an aircraft technical log system containing the current aircraft CRS.
(a)(4)	For each aircraft OO shall use an aircraft technical log system containing all outstanding deferred defects rectifications that affect the operation of the aircraft.
M.A.307	Transfer of aircraft continuing airworthiness records
(a)	When an aircraft is permanently transferred from one OO to another, the transferring OO shall ensure that the continuing airworthiness records & the aircraft technical log system are also transferred.

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(b)	When OO contracts the continuing airworthiness management tasks to a CAMO, the OO shall ensure that the continuing airworthiness records are transferred to that contracted CAMO.
M.A.403	Aircraft defects
(a)	Aircraft defects that hazards seriously flight safety shall be rectified before further flight.
(b)	Only the authorised certifying staff can decide, using maintenance data, whether an aircraft defect hazards seriously flight safety & therefore decide when & which rectification action shall be taken before further flight & which defect rectification can be deferred.
(d)	Defects not rectified before flight shall be recorded in the aircraft continuing airworthiness record system & in the aircraft technical log system.
M.A.501	Classification and installation
(a)	All components shall be classified into the following categories:
(a)(1)	Components which are in a satisfactory condition.
(a)(2)	Unserviceable components.
(a)(3)	Unsalvageable components.
(a)(4)	Standard parts.
(a)(5)	Raw and consumable material.
(b)	Components, standard parts & material shall only be installed on an aircraft or a component when they are in a satisfactory condition, belong to one of the categories listed in point (a)
M.A.502	Component maintenance
(a)	The maintenance of components shall be performed by maintenance organisations iaw national rules.
(b)	By derogation to point (a), where a component is fitted to the aircraft, the maintenance of such a component may be performed by an aircraft maintenance organisation. Such maintenance shall be performed iaw the aircraft maintenance data or the component maintenance data iaw national rules. Such aircraft MO may temporarily remove the component for maintenance if this is necessary to improve access to the component.
(c)	By derogation to point (a), where a component is fitted to the engine or APU, the maintenance of such component may be performed by an engine MO iaw national rules.
M.A.503	Life-limited parts and time-controlled components
(a)	Installed life-limited parts & time-controlled components shall not exceed the limitation specified in the national rules.

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(b)	When the limitation expires, the component shall be removed from the aircraft for maintenance, or for disposal in the case of life-limited parts.
M.A.504	Segregation of components
(a)	Unserviceable & unsalvageable components shall be segregated from serviceable components, standards parts and materials.
(b)	Unsalvageable components shall not be permitted to re-enter the component supply system, unless mandatory life limitation have been extended or a repair solution has been approved iaw national rules.
M.A.901	Aircraft airworthiness review
	To ensure the validity of the Military Certificate of Airworthiness an airworthiness review of the aircraft & its continuing airworthiness records shall be carried out iaw national rules.
(a)	A MARC is issued upon completion of a satisfactory airworthiness review.
(b)(1)	law national rules, an aircraft in a controlled environment is an aircraft which has had its airworthiness continuously managed by an organisation.
(b)(2)	law national rules, an aircraft in a controlled environment is an aircraft which has been maintained by a maintenance organisation.
(c)(1)	For all aircraft that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft subject to compliance with point (j) may issue a MARC iaw national rules.
(c)(2)	For all aircraft that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft subject to compliance with point (j) may extend the validity of the MARC, where the aircraft concerned has remained within a controlled environment iaw national rules.
(d)	For all aircraft that are not in a controlled environment or have their continuing airworthiness managed by a CAMO that does not hold the privilege to carry out airworthiness reviews, the MARC shall be issued iaw national rules upon satisfactory assessment based on a recommendation made by a CAMO, sent together with the application from the OO/CAMO. This recommendation shall be based on an airworthiness review.
(f)	By derogation from point (c)(2), for aircraft that are in a controlled environment, the organisation referred to in point (b)(1) managing the continuing airworthiness of the aircraft, may, subject to compliance with point (j), extend the validity of a MARC that the NMAA or another CAMO has issued, iaw national rules.
(g)	Whenever circumstances reveal the existence of a potential risk to aviation safety, an airworthiness review & issue of the MARC shall be carried out iaw national rules. In addition and when considered appropriate, an airworthiness review may be carried out iaw national rules.
(i)(1)	Where the MARC is issued iaw point (g) or after assessing a recommendation, the OO of the aircraft shall provide any documentation required by national rules.

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(i)(3)	Where the MARC is issued iaw point (g) or after assessing a recommendation, the OO of the aircraft shall provide the support of staff.
(j)	A MARC shall not be issued, nor extended if there is evidence or indications that the aircraft is not airworthy.
(k)(1)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that airframe, engine & propeller flying hours & associated flight cycles have been recorded.
(k)(2)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that the flight manual is applicable to the aircraft configuration.
(k)(3)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that all the maintenance due on the aircraft has been carried out.
(k)(4)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that all known defects have been corrected or, when applicable, carried forward in a controlled manner iaw national rules.
(k)(5)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that all applicable ADs have been applied & registered.
(k)(6)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that all modifications & repairs applied to the aircraft have been registered & are compliant with national rules.
(k)(7)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that all life-limited parts & time-controlled components installed on the aircraft are identified, registered & have not exceeded their limitation iaw national rules.
(k)(8)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that all maintenance has been released by a maintenance organisation.
(k)(9)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that the current mass & balance statement reflects the current configuration of the aircraft & is valid.
(k)(10)	The airworthiness review of the aircraft shall include a documented review of the aircraft records establishing that the aircraft complies with its type design.
(l)	The airworthiness review of the aircraft shall include a physical survey of the aircraft.
(m)(2)	Through the physical survey of the aircraft, the ARS shall ensure that the aircraft complies with its flight manual.
(m)(3)	Through the physical survey of the aircraft, the ARS shall ensure that the aircraft configuration complies with the documentation.

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(m)(4)	Through the physical survey of the aircraft, the ARS shall ensure that no evident defect can be found that has not been addressed iaw EMAR M.A.403.
(m)(5)	Through the physical survey of the aircraft, the ARS shall ensure that no inconsistencies can be found between the aircraft & the documented review of records referred in point (k).
(n)	By derogation from point (a), the airworthiness review may be anticipated without loss of continuity of the airworthiness review pattern, so as to allow for the physical review to take place during a maintenance check.
(o)(1)	The MARC or the recommendation for the issue of the MARC iaw national rules can only be issued by authorised ARS on behalf of the organisation.
(o)(2)	The MARC or the recommendation for the issue of the MARC iaw national rules can only be issued if the airworthiness review has been completely carried out.
(r)	Should the outcome of the airworthiness review be inconclusive, the organisation having carried out the review shall report as soon as possible iaw national rules.
(s)	The MARC shall not be issued until all findings have been closed. However, the MARC may be issued with level 2 findings still open provided that a corrective action plan is proposed by the CAMO & accepted iaw national rules.
M.A.902	Validity of the MARC
(a)(1)	A MARC becomes invalid if surrendered, suspended or revoked.
(a)(2)	A MARC becomes invalid if the Military Certificate of Airworthiness is suspended or revoked.
(a)(3)	A MARC becomes invalid if the aircraft is removed from the national military aircraft register.
(a)(4)	A MARC becomes invalid if the (Military) Type Certificate under which the Military Certificate of Airworthiness was issued is suspended or revoked.
(b)(1)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of EMAR M.
(b)(2)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if the aircraft does not remain in conformity with the type design.
(b)(3)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if the aircraft has been operated beyond the limitations of the flight manual or the Military Certificate of Airworthiness, without appropriate action being taken.
(b)(4)	An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness.
M.A.905	Findings

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(a)	A level 1 finding is any finding of significant non-compliance with the requirements of EMAR M, which lowers the safety standard & seriously endangers flight safety.
(b)	A level 2 finding is any finding of non-compliance with the requirements of EMAR M which may lower the safety standard & may endanger the flight safety.
(d)	The OO/CAMO shall consider the potential for non-compliance in other aircraft under its responsibility and take appropriate action.

2. EMAR CAMO tables

2.1. "BASIC Requirements"

Set #1 of derogations – "BASIC" requirements in EMAR CAMO Ed. 1.0	
CAMO.A.115	Application for an organisation certificate
(b)	Such documentation shall include, as provided in EMAR CAMO.A.130, a procedure describing how changes not requiring prior approval will be managed & notified to the NMAA.
(b)(1)	Applicants for an initial certificate pursuant to EMAR CAMO shall provide the NMAA with the results of a pre-audit performed by the organisation against the applicable requirements provided for in EMAR M and EMAR CAMO.
CAMO.A.125	Terms of approval and privileges of the organisation
(a)	Approval is indicated on the certificate, which is referenced in Appendix I, and is issued by the NMAA.
(d)(3)	Arrange to carry out limited continuing airworthiness management tasks with any subcontracted organisation, working under its management system, as listed on the certificate.
(f)	Organisation holding the privileges referred to in point (e) may additionally be approved to issue a Military Permit to Fly (MPTF) in accordance with (iaw) EMAR 21.A.711(d) for the particular aircraft for which the organisation is approved to issue the MARC, when the organisation is attesting conformity with approved flight conditions, subject to an adequate procedure in the CAME referred to in EMAR CAMO.A.300.
CAMO.A.130	Changes to the organisation
(a)(4)	Changes to procedure as regards changes not requiring prior approval referred to in point (c) shall require prior approval.
(c)	Changes not requiring prior approval shall be managed & notified to the NMAA as defined in EMAR CAMO.A.115(b) & approved by the NMAA iaw EMAR CAMO.B.310(h).
CAMO.A.135	Continued validity
(a)(2)	Organisation's certificate shall remain valid subject to the NMAA being granted access to the organisation as specified in EMAR CAMO.A.140.
(c)	Upon revocation/surrender, the certificate shall be returned to the NMAA without delay.
CAMO.A.150	Findings
(a)(1)	After receipt of notification of findings, the organisation shall identify the root cause or causes of and contributing factors to the non-compliance.
(a)(3)	After receipt of notification of findings, the organisation shall demonstrate corrective action implementation to the satisfaction of the NMAA.

(b)	Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed within the period agreed with the NMAA.
CAMO.A.160	Occurrence Reporting
(d)	Reports shall be made as soon as possible, but in any case within 72 hours of the organisation identifying the condition to which the report relates, unless exceptional circumstances prevent this.
(e)	Organisation shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future. This report shall be produced in a form & manner established by the NMAA.
CAMO.A.200	Management System
(a)(3)	Organisation shall establish/implement/maintain a management system to identify aviation safety hazards entailed by its activities, their evaluation & the management of associated risks, including taking actions to mitigate the risks & verify their effectiveness.
(a)(5)	Organisation shall establish/implement/maintain a management system to document all management system key processes, including a process for making personnel aware of their responsibilities & the procedure for amending this documentation.
(a)(6)	Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions.
(a)(7)	Organisation shall establish/implement/maintain a management system to address any additional requirements that are laid down in continuing airworthiness EMARs.
CAMO.A.202	Internal safety reporting scheme
(c)(1)	Organisation shall identify the causes/contributing factors to any errors, near misses, & hazards reported & address them as part of safety risk management iaw EMAR CAMO.A.200(a)(3).
(c)(2)	Organisation shall ensure evaluation of all known, relevant information relating to errors/inability to follow procedures/near misses/hazards & a method to circulate the information as necessary.
(d)	Organisation shall provide access to its internal safety reporting scheme to any subcontracted organisation.
CAMO.A.205	Contracting and subcontracting
(b)	Organisation shall ensure that the NMAA is given access to the subcontracted organisation to determine continued compliance with applicable requirements.
CAMO.A.215	Facilities
	Organisation shall provide suitable office accommodation at appropriate locations for the personnel specified in EMAR CAMO.A.305.

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CAMO.A.220	Record-keeping
(a)(5)	Organisation shall retain copy of all records referred in points (a)(2) to (a)(4) until 3 years after the responsibility for the aircraft iaw EMAR M.A.201 has been permanently transferred to another organisation.
(b)(1)(i)	Organisation shall retain records of management system key processes as defined in EMAR CAMO.A.200.
(b)(1)(ii)	Organisation shall retain records of contracts, both for contracting & subcontracting, as defined in EMAR CAMO.A.205.
(b)(2)	Management system records, as well as any contracts pursuant to EMAR CAMO.A.205, shall be kept for a minimum period of 5 years.
(c)(1)(i)	Organisation shall retain records of qualification/experience of personnel involved in continuing airworthiness management, compliance monitoring and safety management.
(c)(2)	Records of ARS/staff issuing recommendations/Military Permits to Fly shall include details of any appropriate qualification held together with a summary of the relevant continuing airworthiness management experience & training & a copy of the authorization.
(c)(3)	Personnel records shall be kept as long as the person works for the organisation & shall be retained until 3 years after the person has left the organisation.
(e)	Format of records shall be specified in organisation's procedures.
(f)	Records shall be stored in a manner that ensures they are protected from damage, alteration & theft.
CAMO.A.300	Continuing airworthiness management exposition (CAME)
(a)(1)	When the accountable manager is neither chief executive officer nor senior military commander of the organisation, then one of the latter shall countersign the statement.
(a)(2)	CAME shall contain the organisation's safety policy as defined in EMAR CAMO.A.200(a)(2).
(a)(4)	CAME shall contain a general description of the manpower resources & of the system in place to plan the availability of staff as required by EMAR CAMO.A.305(d).
(a)(6)	CAME shall contain the duties/accountabilities/responsibilities/authorities of the persons nominated under EMAR CAMO.A.305(a)(3) to (a)(5), (b)(2), (e) and (f).
(a)(7)	CAME shall contain an organisation chart showing the associated chains of accountability & responsibility between all the person(s) referred in EMAR CAMO.A.305(a)(3) to (a)(5), (b)(2), (e) & (f), & related to EMAR CAMO.A.200(a)(1).
(a)(9)	CAME shall contain a general description & location of the facilities.

(a)(11)(i)	CAME shall contain the documentation of management system key processes as required by EMAR CAMO.A.200.
(a)(11)(iv)	CAME shall contain the procedure defining the scope of changes not requiring prior approval & describing how such changes will be managed & notified, as required by EMAR CAMO.A.115(b) & EMAR CAMO.A.130(c).
(a)(14)	CAME shall contain the list of currently approved alternative means of compliance.
(c)	Amendments to the CAME shall be managed as defined in the procedures referred in points (a)(11)(iv) & (a)(11)(v). Any amendments not included in the scope of the procedure referred in point (a)(11)(iv), as well as amendments related to the changes listed in EMAR CAMO.A.130(a), shall be approved by the NMAA.
CAMO.A.305	Personnel requirements
(a)(2)	Accountable manager shall establish & promote the safety policy (EMAR CAMO.A.200).
(a)(7)	Accountable manager shall demonstrate a basic understanding of continuing airworthiness EMARs.
(c)	Person(s) nominated iaw point (a)(5) demonstrates knowledge / background / experience in aircraft continuing airworthiness management.
(g)	Competency of personnel includes understanding of application of safety management principles, including human factors & human performance issues, appropriate to their function & responsibilities in the organisation.
CAMO.A.310	Airworthiness Review Staff qualifications
(a)(1)	ARS shall have at least 5 years of experience in continuing airworthiness.
(a)(3)	ARS shall have received formal aeronautical maintenance training.
(a)(4)	ARS shall have held a position within the approved organisation with appropriate responsibilities.
(b)	Notwithstanding points (a)(1), (a)(3) and (a)(4), the requirement laid down in point (a)(2) may be replaced with 5 years of experience in continuing airworthiness additional to those already required by point (a)(1).
(c)	ARS nominated by the organisation can only be issued an authorisation by that organisation when formally accepted by the NMAA after satisfactory completion of an airworthiness review under the supervision of the NMAA, or under the supervision of the organisation's authorised ARS.
(d)	Organisation shall ensure that aircraft ARS can demonstrate appropriate, recent continuing airworthiness management experience.
CAMO.A.315	Continuing airworthiness management

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(b)(1)	For every aircraft managed, the organisation shall ensure that an AMP including any applicable reliability programme , as required by EMAR M.A.302, is developed and controlled.
(b)(2)	For every aircraft managed, the organisation shall provide a copy of the AMP to the OO accountable iaw EMAR M.A.201 .
(b)(4)	For every aircraft managed, the organisation shall establish a procedure to assess non mandatory modifications and/or inspections and decide on their application, making use of the organisation's safety risk management process as required by EMAR CAMO.A.200(a)(3) .
(d)	<p>Contract may be in the form of individual work orders addressed to the MO in the case of:</p> <p>(1) an aircraft requiring unscheduled line maintenance;</p> <p>(2) component maintenance, including engine(s) & propeller(s), as applicable.</p>
(e)	Organisation shall ensure that human factors/human performance limitations are taken into account during continuing airworthiness management, including all contracted/subcontracted activities.
CAMO.A.325	Continuing airworthiness management data
	Data may be provided by the (OO), subject to an appropriate contract being established with such OO. In such case, the CAMO shall only keep such data for the duration of the contract, except when otherwise required by EMAR CAMO.A.220(a).

2.2. "IMPORTANT Requirements"

Set #2 of derogations – "IMPORTANT" requirements in EMAR CAMO Ed. 1.0	
CAMO.A.115	Application for an organisation certificate
(a)	Application for a certificate/amendment to a certificate iaw EMAR CAMO shall be made in a form and manner established by the NMAA, taking into account the applicable requirements of EMAR M and EMAR CAMO.
(b)(2)	Applicants for an initial certificate pursuant to EMAR CAMO shall provide the NMAA with documentation demonstrating how they will comply with the requirements established in continuing airworthiness EMARs.
CAMO.A.125	Terms of approval and privileges of the organisation
(a)	Approval is indicated on the certificate.
(c)	Scope of work shall be specified in the Continuing Airworthiness Management Exposition (CAME) iaw EMAR CAMO.A.300.
(d)(3)	Arrange to carry out limited continuing airworthiness management tasks with any subcontracted organization.
(d)(4)	Extend a Military Airworthiness Review Certificate (MARC) under the conditions of EMAR M.A.901(f).
(e)	Organisation approved iaw EMAR CAMO may additionally be approved to carry out airworthiness reviews iaw EMAR M.A.901.
(e)(1)	Issue the related MARC and extend it in due time under the conditions of EMAR M.A.901(c)(2).
(e)(2)	Issue a recommendation for the airworthiness review to the NMAA, under the conditions of EMAR M.A.901(d).
(f)	Organisation holding the privileges referred in point (e) may additionally be approved to issue a Military Permit to Fly (MPtF) iaw EMAR 21.A.711(d) for the particular aircraft for which the organisation is approved to issue the MARC.
CAMO.A.130	Changes to the organisation
(a)	Following changes to the organisation shall require prior approval:
(a)(2)	Changes to personnel nominated iaw EMAR CAMO.A.305(a)(3) to (a)(5).
(a)(3)	Changes to the reporting lines between the personnel nominated iaw EMAR CAMO.A.305(a)(3) to (a)(5) , and the accountable manager.
(b)	For any changes requiring prior approval iaw EMARs , the organisation shall apply for and obtain an approval issued by the NMAA. The application shall be submitted before any such change takes place, to enable the NMAA to determine continued compliance with EMARs & to amend the organisation certificate & related terms of approval.

	<p>Organisation shall provide the NMAA with any relevant documentation.</p> <p>Change shall only be implemented upon receipt of formal approval by the NMAA iaw EMAR CAMO.B.330.</p> <p>Organisation shall operate under the conditions established by the NMAA during such changes.</p>
CAMO.A.135	Continued validity
(a)(1)	Organisation's certificate shall remain valid subject that the organisation remains compliant with EMAR CAMO & EMAR M.
(a)(2)	Organisation's certificate shall remain valid subject that the NMAA being granted access to the organisation.
CAMO.A.140	Access
	<p>For determining compliance with relevant requirements of EMAR CAMO & EMAR M, the organisation shall grant access at any time to any facility/aircraft/document/records/data, procedures/any other material relevant to its activity subject to certification, whether it is contracted/subcontracted or not, to any person authorised by one of the following authorities:</p> <p>(a) NMAA defined in EMAR CAMO.A.105;</p> <p>(b) NMAA(s) acting under provisions of EMAR CAMO.B.300(d) or (e).</p>
CAMO.A.150	Findings
(a)(2)	After receipt of notification of findings, the organisation shall define a corrective action plan.
(a)(3)	After receipt of notification of findings, the organisation shall demonstrate corrective action implementation.
(b)	Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed.
CAMO.A.155	Immediate reaction to a safety problem
(a)	Organisation shall implement any safety measures mandated by the NMAA.
CAMO.A.160	Occurrence reporting
(a)	As part of its management system , the organisation shall implement an occurrence reporting system.
(b)	Organisation shall ensure that any incident/malfunction/technical defect/exceeding of technical limitations, occurrence that would highlight inaccurate/incomplete or ambiguous information contained in data established iaw EMAR 21 or other irregular circumstance that has or may have endangered the safe operation of the aircraft & that has not resulted in an accident or serious incident are reported to the NMAA & to the organisation responsible for the design of the aircraft.
CAMO.A.200	Management system

(a)	Organisation shall establish, implement & maintain a management system that includes:
(a)(1)	Clearly defined lines of responsibility & accountability throughout the organisation, including a direct safety accountability of the accountable manager.
(a)(2)	Description of the overall philosophies & principles of the organisation with regard to safety, referred to as the safety policy.
(a)(3)	Identification of aviation safety hazards entailed by the activities of the organization.
(a)(4)	Maintaining personnel trained & competent to perform their tasks.
(a)(5)	Documentation of all management system key processes.
(a)(6)	Function to monitor compliance of the organisation with the relevant requirements.
(b)	Management system shall correspond to the size of the organisation & the nature & complexity of its activities, taking into account the hazards & associated risks inherent in these activities.
(c)	When organisation holds one or more additional organisation certificates within the scope of EMARs, the management system may be integrated with that required under the additional certificate(s) held.
CAMO.A.202	Internal safety reporting scheme
(a)	Organisation shall establish an internal safety reporting scheme to enable the collection & evaluation of such occurrences to be reported under EMAR CAMO.A.160.
(b)	The scheme shall also enable the collection & evaluation of those errors/near misses/ hazards reported internally that do not fall under point (a).
(e)	Organisation shall cooperate on safety investigations with any relevant organisation having a significant contribution to the safety of its own continuing airworthiness management activities.
CAMO.A.205	Contracting and subcontracting
(a)(2)	Any aviation safety hazards associated with such contracting or subcontracting are considered as part of the organisation's management system.
(b)	When the organisation subcontracts any part of its continuing airworthiness management activities to another organisation, the subcontracted organisation shall work under the approval of the organisation.
CAMO.A.220	Record-keeping
(a)(1)	Organisation shall ensure that records required by EMAR M.A.305 and EMAR M.A.306, are retained.

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(a)(3)	When organisation has the privilege referred in EMAR CAMO.A.125(e) , it shall retain copy of MARC/recommendation issued or extended, with all supporting documents. Organisation shall retain copy of MARC it has extended under the privilege referred in EMAR CAMO.A.125(d)(4) .
(a)(4)	When organisation has the privilege referred in EMAR CAMO.A.125(f) , it shall retain copy of MPtF issued iaw the provisions of EMAR 21.A.729 .
(a)(6)	If organisation terminates operation, it shall transfer all retained records to the OO of the aircraft (if applicable), unless determined otherwise by the NMAA.
(b)(1)(i)	Organisation shall retain records of management system key processes.
(b)(1)(ii)	Organisation shall retain records of contracts, both for contracting & subcontracting.
(b)(2)	Management system records, as well as any contracts pursuant to EMAR CAMO.A.205, shall be kept.
(c)(1)(i)	Organisation shall retain records of qualification and experience of personnel involved in continuing airworthiness management.
(c)(1)(ii)	Organisation shall retain records of qualification & experience of ARS & staff issuing recommendations & MPtF.
(c)(2)	Records of ARS, staff issuing recommendations/MPtF shall include details of any appropriate qualification held.
(d)	Establish record-keeping system that allows adequate storage & reliable traceability of all activities.
CAMO.A.300	Continuing airworthiness management exposition (CAME)
(a)(1)	CAME shall contain a statement signed by the accountable manager confirming that the organisation will at all times work iaw EMAR CAMO & EMAR M & with the approved CAME.
(a)(2)	CAME shall contain the organisation's safety policy.
(a)(4)	CAME shall contain a general description of the manpower resources.
(a)(5)	CAME shall contain the title(s) & name(s) of person(s) referred in EMAR CAMO.A.305(a)(3) to (a)(5), (b)(2) & (f).
(a)(6)	CAME shall contain the duties, accountabilities/responsibilities/authorities of the persons nominated under EMAR CAMO.A.305(a)(3), (a)(4), (e) and (f).
(a)(7)	CAME shall contain an organisation chart showing the associated chains of accountability & responsibility between all person(s) referred in EMAR CAMO.A.305(a)(3), (a)(4), (e) and (f), & related to EMAR CAMO.A.200(a)(1).
(a)(8)	CAME shall contain a list of staff authorised to issue MARC/recommendations referred in EMAR CAMO.A.305(e), specifying the staff authorised to issue MPtF iaw EMAR CAMO.A.125(f).

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(a)(10)	CAME shall contain the description of the internal safety reporting scheme as required by EMAR CAMO.A.202.		
(a)(11)(i)	CAME shall contain procedures specifying how the organisation complies with EMAR CAMO & EMAR M, including the documentation of management system key processes.		
(a)(11)(ii)	CAME shall contain procedures specifying how the organisation complies with EMAR CAMO & EMAR M, including procedures defining how the organisation controls any contracted & subcontracted activities as required by EMAR CAMO.A.205 & EMAR CAMO.A.315(c).		
(a)(11)(v)	CAME shall contain procedures specifying how the organisation complies with EMAR CAMO & EMAR M, including the CAME amendment procedures.		
(a)(12)	CAME shall contain the list of approved Aircraft Maintenance Programmes for those aircraft for which a continuing airworthiness management contract exists iaw EMAR M.A.201.		
(a)(13)	CAME shall contain the list of maintenance contracts iaw EMAR CAMO.A.315(c).		
(b)	The initial issue of the CAME shall be approved by the NMAA. It shall be amended as necessary to remain an up-to-date description of the organisation.		
(c)	Amendments to the CAME shall be managed.		
(d)	When CAMO has an extant EASA Part CAMO approval, those parts of the organisation's EASA Part CAMO exposition that are equally applicable to satisfy EMAR CAMO requirements shall generally be accepted by the NMAA as equivalent in respect of the EMAR CAMO CAME. In this case it is permissible that only those requirements that are military-specific need be addressed in the EMAR CAMO CAME; those requirements covered by read-across of the sections of the EASA exposition shall be identified & reference shall be made to the EASA exposition clause.		
CAMO.A.305	Personnel requirements		
(a)	Accountable manager with authority for ensuring that all continuing airworthiness management activities are carried out <u>iaw EMARs.</u>		
(a)(1)	Accountable manager shall ensure that all necessary resources are available to manage continuing airworthiness iaw EMAR CAMO & EMAR M to support the organisation approval certificate.		
(a)(3)	Accountable manager shall nominate person(s) with responsibility of ensuring that the organisation always complies with applicable continuing airworthiness management, airworthiness review & MPtF requirements of EMAR CAMO & EMAR M.		
(a)(4)	Accountable manager shall nominate person(s) responsible to manage compliance monitoring function.		
(a)(5)	Accountable manager shall nominate person(s) responsible to manage development / administration & maintenance of Safety Management processes.		
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(a)(6)	Accountable manager shall ensure that person(s) nominated iaw (a)(3) to (a)(5) & (b)(2) are responsible to accountable manager & have direct access to him to keep him informed on compliance & safety matters.
(b)(2)	Accountable manager shall ensure that nominated person(s) under point (a)3 responsible for the supervision & management of continuing airworthiness, shall not be employed by an organisation approved iaw EMAR 145 under contract to the OO/CAMO.
(e)	To carry out airworthiness reviews/ issue recommendations iaw EMAR CAMO.A.125(e) & to issue MPtF iaw EMAR CAMO.A.125(f) , the organisation shall have ARS qualified & authorised iaw EMAR CAMO.A.310.
(f)	Oganisations extending MARCs iaw EMAR CAMO.A.125(d)(4) , the organisation shall nominate persons authorised to do so.
(g)	Establishment & control of competency of personnel involved in safety management & compliance monitoring.
CAMO.A.310	Airworthiness Review Staff qualifications
(a)	ARS issuing MARCs or recommendations iaw EMAR CAMO.A.125(e) and, if applicable, issuing Military Permits to Fly.
(a)(2)	ARS shall have acquired an appropriate EMAR 66 licence or an aeronautical degree or a national equivalent.
(c)	ARS nominated by the organisation can only be issued an authorisation by that organisation when formally accepted by the NMAA after satisfactory completion of an airworthiness review.
(d)	ARS can demonstrate continuing airworthiness management experience.
CAMO.A.315	Continuing airworthiness management
(a)	Organisation shall ensure that all continuing airworthiness management is carried out iaw Section A, Subpart C of EMAR M.
(b)(1)	Ensure that an AMP as required by EMAR M.A.302 , is developed and controlled.
(b)(3)	Ensure that data used for any modification and repairs complies with EMAR M.A.304.
(b)(5)	Ensure that the aircraft and components, including engine(s) and propeller(s), thereof are taken to an approved MO referred to in EMAR 145 whenever necessary.
(c)(1)	Where organisation is not appropriately approved iaw EMAR 145 it shall, in consultation with the OO, manage the written maintenance contracts required by EMAR M.A.201(g)(3) to ensure that all maintenance is ultimately carried out by an approved maintenance organisation.
(c)(2)	Where organisation is not appropriately approved iaw EMAR 145 it shall, in consultation with the Operating Organisation, manage the written maintenance contracts required by EMAR M.A.201(g)(3) to ensure that the

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	functions required under EMAR M.A.301(b), (c), (f) and (g) are clearly specified.
CAMO.A.320	Airworthiness review
	When organisation performs airworthiness reviews, they shall be performed iaw EMAR M.A.901.
CAMO.A.325	Continuing airworthiness management data
	Organisation shall hold and use applicable current maintenance data iaw EMAR 145.A.45 , for the performance of continuing airworthiness tasks referred in EMAR CAMO.A.315.

2.3. "CRUCIAL Requirements"

No proposed derogations	
"CRUCIAL" requirements in EMAR CAMO Ed. 1.0	
CAMO.A.005	Scope
	Requirements to be met by an organisation to qualify for the management of continuing airworthiness of an aircraft and of components for installation.
CAMO.A.115	Application for an organisation certificate
(a)	Application for a certificate/amendment to a certificate shall be made iaw national rules.
(b)(2)	Applicants for initial CAMO certificate shall provide documentation demonstrating how they will comply with national rules.
CAMO.A.125	Terms of approval and privileges of the organisation
(c)	Scope of work shall be specified in the Continuing Airworthiness Management Exposition (CAME).
(d)(1)	Organisation manages the continuing airworthiness of aircraft as listed on the certificate.
(d)(3)	Organisation may arrange to carry out continuing airworthiness management tasks with any subcontracted organisation.
(d)(4)	Organisation may extend a Military Airworthiness Review Certificate (MARC).
(e)	Organisation may carry out airworthiness reviews.
(e)(1)	Organisation may issue the MARC & extend it in due time.
(e)(2)	Organisation may issue a recommendation for the airworthiness review iaw national rules.
(f)	Organisation holding the privileges referred in (e) may issue a Military Permit to Fly (MPtF) for aircraft for which it is approved to issue the MARC.
CAMO.A.130	Changes to the organisation
(a)(1)	Changes that affect the scope of work/terms of approval of the organisation shall be authorized iaw national rules.
(a)(2)	Changes to personnel nominated in the organisation (CAMO.A.305(a)(3) refers) shall be authorized iaw national rules.
(a)(3)	Changes to the reporting lines between the personnel nominated (CAMO.A.305(a)(3) refers) and the accountable manager shall be authorized iaw national rules.

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(b)	For any changes requiring authorization, the organisation shall apply for and obtain it. Changes to the organisation shall be documented.
CAMO.A.135	Continued validity
(a)(1)	Organisation's certificate remains valid subject to organisation's compliance with national rules.
CAMO.A.140	Access
	For the purpose of determining compliance with national rules, the organisation shall grant access to any person authorised.
CAMO.A.155	Immediate reaction to a safety problem
(b)	Organisation shall implement any relevant mandatory safety information issued iaw national rules.
CAMO.A.160	Occurrence reporting
(a)	Organisation shall implement an occurrence reporting system iaw national rules.
(c)	Reports shall be made iaw national rules and shall contain all pertinent information about the condition known to the organisation.
(d)	Reports shall be made as soon as possible.
CAMO.A.202	Internal safety reporting scheme
(a)	Organisation shall establish an internal safety reporting scheme iaw national rules.
CAMO.A.205	Contracting and subcontracting
(a)(1)	Organisation shall ensure that contractors/subcontractors conform with national rules.
CAMO.A.220	Record-keeping
(a)(1)	Organisation shall ensure that records required by national rules are retained.
(a)(2)	Organisation shall record all details of work carried out.
(a)(3)	If privileged, organisation shall retain copy of each MARC & recommendation issued/extended, with all supporting documents.
(a)(4)	If privileged, organisation shall retain copy of each MPtF issued iaw national rules.
(a)(5)	Organisation shall retain a copy of all records referred in points (a)(2) to (a)(4).
(c)(2)	Organisation shall record the list of ARS and staff issuing recommendations & MPtF.

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(c)(3)	Personnel records shall be kept as long as the person works for the organisation.
CAMO.A.300	Continuing airworthiness management exposition (CAME)
(a)	Organisation shall provide a CAME & any referenced associated manuals/procedures, iaw national rules, containing all of the following information:
(a)(3)	Organisation's scope of work relevant to the terms of approval.
(a)(5)	Title(s) & name(s) of person(s) referred to in EMAR CAMO.A.305(a)(3) & (f).
(a)(8)	List of staff authorised to issue MARC/recommendations specifying the staff authorised to issue MPtF.
(a)(10)	Description of the internal safety reporting scheme.
(a)(11)	Procedures specifying how the organisation ensures compliance with national rules, in particular:
(a)(11)(ii)	Procedures defining how the organisation controls any contracted & subcontracted activities.
(a)(11)(iii)	Continuing airworthiness management, airworthiness review & MPtF procedures.
(a)(12)	List of AMP(s) for those aircraft for which a continuing airworthiness management contract exists.
(a)(13)	List of maintenance contracts.
CAMO.A.305	Personnel requirements
(a)	Accountable manager with authority for ensuring that all continuing airworthiness management activities are carried out.
(a)(1)	Ensure that all necessary resources are available to manage continuing airworthiness management activities iaw national rules.
(a)(3)	Nominate person(s) with responsibility of ensuring that the organisation complies with applicable continuing airworthiness management, airworthiness review and MPtF requirements iaw national rules.
(c)	Person(s) nominated iaw point (a)(3) shall be responsible to the accountable manager.
(d)	Planification to ensure sufficient & appropriately qualified staff to plan / perform / supervise/inspect/monitor activities.
(e)	Organisation shall have ARS to carry out airworthiness reviews/issue recommendations & to issue MPtF iaw national rules.
(f)	Organisation extending MARCs shall nominate persons authorised to do so.

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(g)	Establishment & control of competency of personnel involved in continuing airworthiness management, airworthiness reviews/recommendations & issuing MPtF.
CAMO.A.310	Airworthiness Review Staff qualifications
(a)(1)	ARS shall have experience in continuing airworthiness.
(a)(3)	ARS shall have received aeronautical maintenance training.
(c)	Organisation shall nominate ARS iaw national rules.
(d)	ARS shall have continuing airworthiness management experience.
CAMO.A.315	Continuing airworthiness management
(a)	Organisation shall ensure that all continuing airworthiness management is carried out iaw national rules.
(b)(1)	Organisation shall ensure that an AMP is developed iaw national rules.
(b)(3)	Organisation shall ensure that data used for any modification & repairs complies with national rules.
(b)(5)	Organisation shall ensure that aircraft/components, including engine(s)/propeller(s) are taken to a maintenance organisation.
(b)(6)	Organisation shall order maintenance, supervise activities & coordinate related decisions to ensure that any maintenance is carried out properly & is appropriately released iaw national rules, for the determination of aircraft airworthiness.
CAMO.A.320	Airworthiness review
	When organisation performs airworthiness reviews it shall be done iaw national rules.
CAMO.A.325	Continuing airworthiness management data
	Organisation shall hold & use applicable current maintenance data for the performance of continuing airworthiness tasks.

3. EMAR 145 tables

3.1. "BASIC Requirements"

Set #1 of derogations – "BASIC" requirements in EMAR 145 Ed. 2.0	
145.A.15	Application for an organisation certificate
(b)(1)	Applicants for an initial certificate pursuant to EMAR 145 shall provide the NMAA with the results of a pre-audit performed by the organisation against the applicable requirements provided for in EMAR M & EMAR 145.
145.A.25	Facility requirements
(a)	Appropriate segregation of specialised workshops & bays to avoid environmental & work area contamination.
(a)(1)	Base maintenance: appropriate & available aircraft hangars.
(a)(1)	Component maintenance: appropriate workshops.
(b)	Appropriate offices for managing planned work & for certifying staff (contributes to good aircraft maintenance standards).
(c)	Effectiveness of personnel must not be impaired by working environment (except if particular task environment):
(c)(1)	Temperatures appropriate for personnel to carry out their tasks.
(c)(2)	Dust & other airborne contamination not permitted to reach visible level of aircraft/component surface contamination. When visible surface contamination, all susceptible systems are sealed until acceptable conditions are re-established.
(c)(3)	Appropriate lighting to ensure appropriate inspections & maintenance tasks.
(c)(4)	Noise shall not distract maintenance personnel. If not possible, personnel is provided with necessary equipment to stop excessive noise.
(c)(6)	Line maintenance: working environment appropriate to carry out particular maintenance/inspection task.
(d)	Secure storage facilities are provided for components, equipment, tools and material. Storage conditions ensure segregation of serviceable components & material from unserviceable components/material/equipment/tools. Access to storage facilities restricted to authorised personnel.
145.A.30	Personnel
(a)(2)	Accountable manager shall establish & promote safety policy (EMAR 145.A.200(a)(2)).

(a)(3)	Accountable manager shall demonstrate basic understanding of continuing airworthiness EMARs.
(b)	Procedure to indicate who deputises for a particular person in the case of lengthy absence.
(cc)	Person(s) nominated iaw (b), (c) & (ca) demonstrates knowledge / background / experience in aircraft or component maintenance.
(d)	Reassess work intended to be carried out when actual staff availability is reduced compared to planned staffing level for a particular work shift or period.
(e)	Competency of personnel includes understanding of application of safety management principles, including human factors & human performance issues, appropriate to their function & responsibilities in MO.
(g)	For Line maintenance: availability of Cat A CS shall not replace need for Cat. B1 and/or B2 CS.
(j)3.	For repetitive pre-flight AD which specifically states that flight crew may carry out such AD, MO may issue a limited certification authorisation to pilot/flight engineer on the basis of flight crew licence/national equivalent qualification held.
(j)5.	All cases specified in this point must be reported to NMAA within 7 days after issuing such certification authorisation.
145.A.35	Certifying & Support staff
(c)	CS & SS are involved in at least 6 months of actual relevant aircraft / component maintenance experience in any consecutive 2-year period.
(e)	Programme for recurrent training for CS & SS, including a procedure to ensure compliance with relevant provisions of this point & a procedure to ensure compliance with EMAR 66.
(h)	Certification authorisation in a style that makes its scope clear to CS & any authorised person who may require to examine the authorisation. Where codes are used to define scope, MO shall make a code translation readily available.
(k)	CS shall produce their certification authorisation to authorised person within 72 hours.
(l)	Minimum age for CS & SS is 21 years.
(m)	Training shall include practical hands on & theoretical training as appropriate for task authorised. Satisfactory completion of training shall be demonstrated by examination or workplace assessment.
(n)	Task training shall include practical hands on & theoretical training as appropriate for task authorised. Satisfactory completion of training shall be demonstrated by examination or workplace assessment.

	Task training & examination/assessment shall be carried out by the MO issuing CS authorisation. Practical experience shall be also obtained within such MO unless approved otherwise by NMAA.
(n)(ii)	6 months of documented practical experience covering the scope of the authorisation.
145.A.40	Equipment and tools
(a)(i)	Where the manufacturer specifies a particular tool/equipment, the organisation shall use that tool/equipment, unless the use of alternative tooling/equipment is agreed by the NMAA via procedures specified in the MOE.
(a)(ii)	Equipment & tools must be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary. Such cases shall be detailed in a MOE procedure.
145.A.42	Components
(a)(v)	Material, both raw & consumable, used in the course of maintenance when the organisation is satisfied that the material meets the required specification & has appropriate traceability. All material shall be accompanied by documentation clearly relating to the particular material & containing a conformity to specification statement as well as the manufacturing & supplier source.
145.A.45	Maintenance data
(c)	Organisation shall establish procedures to ensure that if any inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction is found in the maintenance data used by maintenance personnel, it is recorded as part of the internal safety reporting scheme referred in EMAR 145.A.202 & notified to the author of the maintenance data.
(d)	Organisation may only modify maintenance instructions iaw a procedure specified in the MOE. With respect to changes to maintenance instructions, the organisation shall demonstrate that they result in equivalent or improved maintenance standards & shall inform the author of the maintenance instructions of such changes.
(e)	Work cards & worksheets may be computer generated & held in an electronic database that is adequately protected against unauthorised alteration & for which there is a back-up electronic database which shall be updated within 24 hours after an entry is made to the main electronic database. Complex or long maintenance tasks shall be transcribed onto the work cards or worksheets & subdivided into clear stages to ensure that there is a record of the accomplishment of the complete maintenance task.
(g)	In the case of maintenance data controlled & provided by the OO/CAMO, the organisation shall be able to show that either it has written confirmation from the OO/CAMO that all such maintenance data is up to date or it has work orders specifying the amendment status of the maintenance data to be used or it can show that it is on the OO's/CAMO's maintenance data amendment list.
145.A.47	Production planning

(d)	Ensure that aviation safety hazards associated with external working teams carrying out maintenance at organisation's facilities are considered by Management System.
145.A.55	Record keeping
(a)(2)	Provide copy of CRS to CAMO together with copies of detailed maintenance records associated with work carried out for compliance with EMAR M.A.305 (aircraft Continuing Airworthiness record system).
(a)(3)	Organisation shall retain copy of maintenance records (including CRS) / associated maintenance data for 3 years from the date the aircraft/component to which the work relates was issued a CRS.
(c)(i)	Organisation shall retain records of management system key processes referred in EMAR 145.A.200 for a minimum period of 5 years.
(c)(ii)	Organisation shall retain records contracts, both for contracting & subcontracting referred in EMAR 145.A.205 for a minimum period of 5 years.
(d)(1)(i)	Records of qualifications/training/experience of personnel involved in maintenance, compliance monitoring & safety management.
(d)(4)	Personnel records are kept for as long as a person works for the MO & are retained for at least 3 years after the person has left the MO, or after an authorisation issued to that person has been withdrawn.
(d)(5)	MO shall furnish each of them with copy of their personnel records on leaving the MO.
(f)	Format of records shall be specified in organisation's procedures.
(g)	Records shall be stored in a manner that ensures they are protected from damage, alteration & theft.
145.A.60	Occurrence reporting
(a)(1)(ii)	Initial mandatory reports shall be made as soon as practicable, but in any case within 72 hours after the organisation has become aware of the occurrence, unless exceptional circumstances prevent this.
(a)(1)(iii)	Report shall be produced in a form & manner established by the NMAA.
(a)(2)	Organisation shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future.
(a)(2)(ii)	Follow up report shall be produced in a form & manner established by the NMAA.
145.A.65	Maintenance procedures
(a)	Organisation shall establish procedures to ensure that human factors & good maintenance practices are taken into account during maintenance, including subcontracted activities, & which comply EMAR 145 & EMAR M. Procedures shall be agreed by NMAA.

145.A.70	Maintenance Organisation Exposition (MOE)
(a)(1)	When the accountable manager is neither chief executive officer nor senior military commander of the organisation, then one of the latter shall countersign the statement.
(a)(2)	MOE shall contain the organisation's safety policy & the related safety objectives referred in EMAR 145.A.200(a)(2).
(a)(4)	MOE shall contain the duties/accountabilities/responsibilities/authorities of the persons nominated under EMAR 145.A.30(b), (c) and (ca).
(a)(5)	MOE shall contain an organisation chart showing the accountability & associated lines of responsibility, established iaw EMAR 145.A.200(a)(1), between all the person(s) referred in EMAR 145.A.30(a), (b), (c) and (ca).
(a)(7)	MOE shall contain a general description of the manpower resources & of the system in place to plan the availability of staff as required by EMAR 145.A.30(d).
(a)(9)	MOE shall contain a general description of the facilities at each approved location.
(a)(10)	MOE shall contain the procedure defining the scope of changes not requiring prior approval & describing how such changes will be managed & notified to the NMAA, as required by EMAR 145.A.85(c).
(a)(15)	MOE shall contain a list of the approved locations including, where applicable, line maintenance locations referred to in EMAR 145.A.75(d).
(a)(17)	MOE shall contain the list of approved alternative means of compliance used by the organisation.
(c)	Amendments to the MOE shall be managed as defined in the procedures referred in points (a)(10) & (a)(11). Any amendments not included in the scope of the procedure referred in point (a)(10), as well as amendments related to the changes listed in EMAR 145.A.85(a), shall be approved by the NMAA.
145.A.75	Privileges of the organisation
(b)	Arrange for the maintenance of any aircraft/component at another subcontracted organisation, that works under the management system of the organisation.
145.A.85	Changes to the organisation
(a)(4)	Changes to procedure as regards changes not requiring prior approval referred in point (c) shall require prior approval.
(a)(5)	Additional locations of the organisation other than those that are subject to EMAR 145.A.75(c) shall require prior approval.
(c)	Changes not requiring prior approval shall be managed & notified to the NMAA as set out in a procedure approved by the NMAA iaw EMAR 145.B.310(h).

145.A.90	Continued validity
(a)(2)	Organisation's certificate shall remain valid subject to the NMAA being granted access to the organisation as specified in EMAR 145.A.40.
(c)	Upon revocation/surrender, the certificate shall be returned to the NMAA without delay.
145.A.95	Findings
(a)(1)	After receipt of notification of findings, the organisation shall identify the root cause or causes of and contributing factors to the non-compliance.
(a)(3)	After receipt of notification of findings, the organisation shall demonstrate corrective action implementation to the satisfaction of the NMAA.
(b)	Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed within the period agreed with the NMAA.
(c)	The observations received shall be given due consideration by the organisation. The organisation shall record the decisions taken in respect of those observations.
145.A.200	Management system
(a)(3)	Organisation shall establish/implement/maintain a management system to identify aviation safety hazards entailed by its activities, their evaluation & the management of associated risks, including taking actions to mitigate the risks & verify their effectiveness.
(a)(5)	Organisation shall establish/implement/maintain a management system to document all management system key processes, including a process for making personnel aware of their responsibilities & the procedure for amending this documentation.
(a)(6)	Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions.
145.A.202	Internal safety reporting scheme
(c)(1)	Organisation shall identify the causes/contributing factors to any errors, near misses, & hazards reported & address them as part of safety risk management iaw EMAR 145.A.200(a)(3).
(c)(2)	Organisation shall ensure evaluation of all known, relevant information relating to errors/inability to follow procedures/near misses/hazards & a method to circulate the information as necessary.

3.2. "IMPORTANT Requirements"

Set #2 of derogations – "IMPORTANT" requirements in EMAR 145 Ed. 2.0	
145.A.15	Application for an organisation certificate
(a)	Application for a certificate/amendment to a certificate iaw EMAR 145 shall be made in a form & manner established by the NMAA, taking into account the applicable requirements of EMAR M & EMAR 145.
(b)(2)	Applicants for an initial certificate pursuant to EMAR 145 shall provide the NMAA with documentation demonstrating how they will comply with the requirements established in continuing airworthiness EMARs.
145.A.20	Terms of approval and scope of work
(a)	Scope of work shall be specified in the MO Exposition (MOE) iaw EMAR 145.A.70. (Appendix II to EMAR 145 contains a table of all classes and ratings.).
(b)	Organisation shall comply with the terms of approval attached to the organisation certificate issued by the NMAA, and with the scope of work specified in the MOE.
145.A.25	Facility requirements
(a)	Appropriate facilities provided for planned work, & protection from weather elements.
(c)	Appropriate working environment (aircraft hangars, component workshops & office accommodation) for the task carried out.
(c)(2)	Dust & other airborne contamination are minimised.
(c)(5)	When maintenance task requires application of specific environmental conditions (identified in maintenance data), such conditions are observed.
(c)(6)	When working environment reaches unacceptable level (temperature, moisture, hail, ice, snow, wind, light, dust/other airborne contamination), maintenance/inspection tasks are suspended until satisfactory conditions are re-established.
(d)	Conditions of storage compliant with manufacturer's instructions to prevent deterioration/damage of stored items.
145.A.30	Personnel
(a)	Accountable manager with authority for ensuring that all maintenance activities are carried out <u>iaw EMARs.</u>
(a)(1)	Accountable manager shall ensure that all necessary resources are available to accomplish maintenance iaw EMAR 145 & EMAR M.

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(c)	Accountable manager shall nominate person(s) responsible to manage compliance monitoring function.
(ca)	Accountable manager shall nominate person(s) responsible to manage development / administration & maintenance of Safety Management processes.
(cb)	Person(s) nominated iaw (b), (c) & (ca) are responsible to accountable manager & have direct access to him to keep him informed on compliance & safety matters.
(d)	Organisation shall have maintenance man-hour plan to ensure sufficient & appropriately qualified staff to plan / perform/supervise/inspect/monitor activities
(e)	Establishment & control of competency of personnel involved in safety management & compliance monitoring.
(f)	Personnel carrying out other specialised task is qualified iaw officially recognised Standards. Personnel referred to in (g) & (h)(1), qualified in Cat. B1 iaw EMAR 66, may carry out / control colour contrast dye penetrant tests.
(g)	For Line maintenance (except for point (j)), need for Military Aircraft Type Rated CS, qualified as Cat. B1/B2 iaw EMAR 66 & EMAR 145.A.35. MO may also use task trained CS holding EMAR 66.A.20(a)(1) & EMAR 66.A.20(a)3(ii) privileges & qualified iaw EMAR 66 & EMAR 145.A.35 to carry out minor scheduled line maintenance & simple defect rectification.
(h)(1)	MO maintaining aircraft (except where stated otherwise in (j)) shall, for Base maintenance: have appropriate Military Aircraft Type Rated CS qualified as Cat. C iaw EMAR 66 & EMAR 145.A.35. MO shall also have Military Aircraft Type Rated staff qualified as Cat. B1 & B2 iaw EMAR 66 & EMAR 145.A.35 to support Cat. C CS.
(h)(1)(i)	MO maintaining aircraft (except where stated otherwise in (j)) shall, for Base maintenance: Cat. B1 & B2 SS shall ensure that all relevant tasks/inspections are carried out to the required standard before Cat. C CS issues the CRS.
(h)(1)(ii)	MO maintaining aircraft (except where stated otherwise in (j)) shall, for Base maintenance: Maintain a register of B1 & B2 SS.
(h)(1)(iii)	MO maintaining aircraft (except where stated otherwise in (j)) shall, for Base maintenance: Cat. C CS shall ensure that compliance with (i) has been met & all work required by CAMO was accomplished during Base maintenance check/work package, & shall also assess impact of work not carried out for requiring its accomplishment or agreeing with CAMO to defer such work.
(i)	Component CS shall be qualified iaw EMAR 145.A.35.

(j)(3)	<p>MO may also use CS & SS qualified iaw following provisions:</p> <p>For repetitive pre-flight AD MO may issue a limited certification authorisation to pilot/flight engineer on the basis of flight crew licence/national equivalent qualification held.</p> <p>In that case MO shall ensure that sufficient practical training was carried out to ensure that pilot/flight engineer can accomplish the AD to required standard.</p>
(j)(4)	<p>MO may also use CS & SS qualified iaw following provisions:</p> <p>If an aircraft is operated away from supported location, MO may issue a limited certification authorisation to the pilot/flight engineer on the basis of flight crew licence/national equivalent qualification held, subject to being satisfied that pilot/flight engineer have carried out practical training ensuring they can accomplish the specified task.</p>
(j)(5)	<p>In unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate CS are available, MO may issue a one-off certification authorisation:</p> <p>MO issuing one-off authorisation shall ensure that any such maintenance that could affect flight safety is re-checked by an approved MO.</p>
(j)(5)(ii)	<p>In unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate CS are available, MO may issue a one-off certification authorisation:</p> <p>to any person with not less than 5 years maintenance experience & holding valid MAML or Aircraft Maintenance Licence accepted by the NMAA rated for the aircraft type requiring certification provided there is no EMAR 145 approved MO at that location & MO obtains & holds on file evidence of the experience & MAML of that person.</p>
(l)	<p>To certify on-aircraft maintenance performed on armament, rescue & escape systems & other military-specific systems, MO shall have sufficient staff possessing the Cat. A, B1 or B2 MAML with appropriate extensions.</p>
145.A.35	Certifying & Support staff
(a)	<p>CS & SS have adequate understanding of relevant aircraft / components to be maintained & associated MO procedures.</p>
(a)(1)	<p>‘SS’ means staff holding EMAR 66 MAML in Cat B1/B2 with appropriate extensions and Military Aircraft Type Ratings, working in Base maintenance environment while not necessarily holding certification privileges.</p>
(b)	<p>MO may only issue a certification authorisation to CS in relation to the basic categories/subcategories and any Military Aircraft Type Rating listed on the MAML, subject to the MAML remaining valid throughout the validity period of the authorisation & CS remaining compliant with EMAR 66.</p>
(c)	<p>CS & SS are involved in actual relevant aircraft / component maintenance experience</p> <p>‘Involved in actual relevant aircraft / component maintenance’ means the person has worked in aircraft/component maintenance environment & has either exercised privileges of certification authorisation and/or has actually</p>

	carried out maintenance on at least some of the aircraft type systems specified in the certification authorisation.
(d)	CS & SS receive sufficient recurrent training in each 2-year period to ensure they have up-to-date knowledge of relevant technologies/organisation/procedures & safety management, including human factor issues.
(e)	Programme for recurrent training for CS & SS.
(g)	Continued validity of certification authorisation is dependent upon continued compliance with (a), (b), (d), & where applicable, (c).
(i)	Person(s) responsible for compliance monitoring function (EMAR 145.A.30(c)) shall also be responsible for issuing certification authorisations to CS.
(j)	Provide CS with a copy of their certification authorisation in documented or electronic format.
(m)	Holder of cat. A MAML may only exercise certification privileges on specific aircraft type following satisfactory completion of relevant cat. A aircraft task training carried out by MO approved iaw EMAR 145 or EMAR 147.
(n)(i)	Holder of cat. B2 MAML may only exercise EMAR 66.A.20(a)(3)(ii) certification privileges following satisfactory completion of the relevant Cat. A aircraft task training.
145.A.40	Equipment and tools
(a)	Organisation shall have available & use the necessary equipment & tools to perform the approved scope of work.
(a)(i)	Where the manufacturer specifies a particular tool/equipment, the organisation shall use that tool/equipment, unless the use of alternative tooling/equipment is agreed by the NMAA via procedures specified in the MOE.
(a)(ii)	Equipment & tools must be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary.
(a)(iii)	Organisation approved for base maintenance shall have sufficient aircraft access equipment & inspection platforms/docking as required for the proper inspection of the aircraft.
(b)	Organisation shall ensure that all tools, equipment & particularly test equipment, as appropriate, are controlled & calibrated according to an officially recognised standard at a frequency to ensure serviceability & accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organisation.
145.A.42	Components
(a)(i)	Components which are in a satisfactory condition, released on an EMAR Form 1 or equivalent & marked iaw Subpart Q of EMAR 21, unless otherwise specified in EMAR 21.A.307, in EMAR M.A.502 or in EMAR 145.

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(a)(ii)	Unserviceable components which shall be maintained in accordance with continuing airworthiness EMARs.
(a)(iii)	Components categorised as unsalvageable because they have reached their mandatory life limitation or contain a non-repairable defect.
(a)(iv)	Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the maintenance data & accompanied by evidence of conformity traceable to the applicable standard.
(a)(v)	Material, both raw and consumable, used in the course of maintenance when the organisation is satisfied that the material meets the required specification & has appropriate traceability.
(b)(i)	Organisation shall establish procedures for the acceptance of components, standard parts & materials for installation to ensure that components, standard parts & materials are in satisfactory condition & meet the applicable requirements of point (a).
(b)(ii)	Organisation shall establish procedures to ensure that components, standard parts & materials shall only be installed on an aircraft or a component when they are in satisfactory condition, meet the applicable requirements of point (a).
(b)(iii)	Organisation may fabricate a restricted range of parts to be used in the course of undergoing work within its own facilities, provided procedures are identified in the MOE.
(c)(ii)	Unsalvageable components shall not be permitted to re-enter the component supply system, unless mandatory life limitation have been extended or a repair solution has been approved in accordance with EMAR 21.
145.A.45	Maintenance data
(a)	Organisation shall have access to & use applicable current maintenance data in the performance of maintenance, including modifications and repairs.
(b)(1)	Any applicable requirement, procedure, standard, operational directive or information issued by or provided by the NMAA.
(b)(2)	Any applicable AD issued by the NMAA.
(b)(3)	Instructions for Continuing Airworthiness, issued by (Military) Type Certificate (MTC) holders, (Military) Supplementary Type Certificate (MSTC) holders, any other organisation required to publish such data by EMAR 21.
(b)(4)	For components approved for installation by the design approval holder , the applicable maintenance instructions published by the component manufacturers & acceptable to the design approval holder.
(c)	Organisation shall establish procedures to ensure that if any inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction is found in the maintenance data used by maintenance personnel, it is recorded as part of the internal safety reporting scheme.
(d)	Organisation may only modify maintenance instructions in accordance with a procedure specified in the MOE. With respect to changes to maintenance instructions,

	the organisation shall demonstrate that they result in equivalent or improved maintenance standards & shall inform the author of the maintenance instructions of such changes.
(e)	<p>Organisation shall provide a common work card or worksheet system to be used throughout the relevant parts of the organisation. Organisation shall either transcribe accurately the maintenance data referred to in points (b) and (d) onto such work cards or worksheets, or make precise reference to the particular maintenance task or tasks contained in that maintenance data. Work cards & worksheets may be computer generated & held in an electronic database that is adequately protected against unauthorised alteration & for which there is a back-up electronic database which shall be updated within 24 hours after an entry is made to the main electronic database. Complex or long maintenance tasks shall be transcribed onto the work cards or worksheets & subdivided into clear stages to ensure that there is a record of the accomplishment of the complete maintenance task.</p> <p>Where the organisation provides maintenance services to an OO/CAMO which requires its own work card or worksheet system to be used, then such work card or worksheet system may be used. In that case, the organisation shall establish a procedure to ensure that those work cards or worksheets are correctly completed.</p>
(g)	Organisation shall establish a procedure to ensure that maintenance data it controls is kept up to date.
145.A.47	Production planning
(b)	Planning of maintenance tasks & the organising of shifts, shall take into account human performance limitations, including threat of fatigue for maintenance personnel (Management System).
145.A.48	Performance of maintenance
(a)	Organisation may only carry out maintenance on aircraft/component when all necessary facilities / equipment / tooling/material/maintenance data & personnel are available.
(c)2.	Organisation shall ensure that an error-capturing method is implemented after performance of any critical maintenance task.
(c)3.	Organisation shall ensure that risk of errors during maintenance / being repeated in identical maintenance tasks are minimised.
145.A.50	Certification of maintenance
(f)	<p>When aircraft is grounded at a location other than MOB due to non-availability of component with appropriate CRS, the organisation may temporarily fit component without appropriate CRS until the aircraft returns to MOB subject to CAMO agreement.</p> <p>Such components shall be removed by time limit provided by CAMO unless appropriate CRS has been obtained in the meantime under (a) & EMAR 145.A.42.</p>
145.A.55	Record keeping

(a)(4)	When organisation terminates operation, it shall transfer all retained maintenance records covering last 3 years to CAMO responsible for aircraft/component or shall store them as specified by NMAA.
(c)(i)	Organisation shall retain records of management system key processes.
(c)(ii)	Organisation shall retain records contracts, both for contracting and subcontracting.
(d)(1)(i)	Organisation shall retain records of qualification / training / experience of personnel involved in maintenance.
(d)(3)(i)	Records of CS & SS include the details of MAML held under EMAR 66.
(d)(5)	Give to staff referred to in (2) & (3), access to their personnel records detailed in those points.
(e)	Establish record-keeping system that allows adequate storage & reliable traceability of all activities.
145.A.60	Occurrence reporting
(a)	As part of its management system, the organisation shall implement an occurrence reporting system, including mandatory and voluntary reporting.
145.A.70	Maintenance Organisation Exposition (MOE)
(a)(1)	MOE shall contain a statement signed by the accountable manager confirming that the organisation will at all times work iaw EMAR 145 & EMAR M & with the approved MOE.
(a)(2)	CAME shall contain the organisation's safety policy & related safety objectives.
(a)(3)	MOE shall contain the title(s) & name(s) of person(s) referred in EMAR 145.A.30(b), (c) & (ca).
(a)(4)	MOE shall contain the duties & responsibilities of the persons nominated under EMAR 145.A.30(b), (c) & (ca), including the matters on which they may deal directly with the NMAA on behalf of the organisation.
(a)(5)	CAME shall contain an organisation chart showing the accountability & associated lines of responsibility, established iaw EMAR 145A.200(a)(1), between all person(s) referred in EMAR 145.A.30(a), (b), (c) & (ca).
(a)(6)	List of certifying staff and support staff (if applicable) with their scope of authorisation.
(a)(7)	MOE shall contain a general description of the manpower resources.
(a)(11)	MOE shall contain the procedure for amending the MOE.
(a)(12)	MOE shall contain procedures specifying how the organisation complies with EMAR 145.

(a)(14)	Where applicable, a list of the subcontracted organisations referred in EMAR 145.A.75(b).
(b)	The initial issue of the MOE shall be approved by the NMAA. It shall be amended as necessary to remain an up-to-date description of the organisation.
(c)	Amendments to the MOE shall be managed.
(d)	<p>When MO has an extant EASA Part 145 approval, those parts of the organisation's EASA Part 145 exposition that are equally applicable to satisfy EMAR 145 requirements shall generally be accepted by the NMAA as equivalent in respect of the EMAR 145 MOE. In this case it is permissible that only those requirements that are military-specific need be addressed in the EMAR 145 MOE; those requirements covered by read-across of the sections of the EASA exposition shall be identified & reference shall be made to the EASA exposition clause.</p> <p>This principle shall also be applicable to any other foreign exposition acceptable to the NMAA.</p>
145.A.75	Privileges of the organisation
(a)	Maintain any aircraft or component for which it is approved at the locations identified in the certificate and in the MOE.
(b)	law the MOE, the organisation shall be entitled to arrange for the maintenance of any aircraft or component for which it is approved at another subcontracted organisation that works under the management system of the organisation. This is limited to the work permitted under the procedures established iaw EMAR 145.A.65 & it shall not include a base maintenance check of an aircraft, or a complete workshop maintenance check or overhaul of an engine or an engine module.
(c)	Maintain any aircraft or component for which it is approved at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance.
(e)	law the MOE, the organisation shall be entitled to issue CRSs in respect of completion of maintenance iaw EMAR 145.A.50.
145.A.85	Changes to the organisation
(a)	Following changes to the organisation shall require prior approval:
(a)(2)	Changes to personnel nominated iaw EMAR 145.A.30(a), (b), (c) & (ca).
(a)(3)	Changes to the reporting lines between the personnel nominated iaw EMAR 145.A.30(b), (c) & (ca) and the accountable manager.
(b)	<p>For changes requiring prior approval iaw EMAR 145, the organisation shall apply for and obtain an approval issued by the NMAA. The application shall be submitted before any such change takes place, to enable the NMAA to determine continued compliance with EMAR 145 & to amend the organisation certificate & related terms of approval.</p> <p>Organisation shall provide the NMAA with any relevant documentation.</p>
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	<p>Change shall only be implemented upon receipt of formal approval from the NMAA iaw EMAR 145.B.330.</p> <p>Organisation shall operate under the conditions established by the NMAA during such changes.</p>
145.A.90	Continued validity
(a)(1)	Organisation's certificate shall remain valid subject that the organisation remains compliant with EMAR 145 & EMAR M.
(a)(2)	Organisation's certificate shall remain valid subject that the NMAA being granted access to the organisation.
145.A.95	Findings
(a)(2)	After receipt of notification of findings, the organisation shall define a corrective action plan.
(a)(3)	After receipt of notification of findings, the organisation shall demonstrate corrective action implementation.
(b)	Actions referred to in points (a)(1), (a)(2) and (a)(3) shall be performed.
145.A.140	Access
	<p>For determining compliance with relevant requirements of EMAR 145 & EMAR M, the organisation shall grant access at any time to any facility/aircraft/document/records/data, procedures/any other material relevant to its activity subject to certification, whether it is contracted/subcontracted or not, to any person authorised by one of the following authorities:</p> <p>(a) NMAA;</p> <p>(b) NMAA performing oversight tasks iaw EMAR 145.B.300(d).</p>
145.A.155	Immediate reaction to a safety problem
(a)	Organisation shall implement any safety measures mandated by the NMAA.
145.A.200	Management system
(a)	Organisation shall establish, implement & maintain a management system that includes:
(a)(1)	Clearly defined accountability & lines of responsibility throughout the organisation, including a direct safety accountability of the accountable manager.
(a)(2)	Description of the overall philosophies & principles of the organisation with regard to safety, referred to as the safety policy.
(a)(3)	Identification of aviation safety hazards entailed by the activities of the organization.
(a)(4)	Maintaining personnel trained & competent to perform their tasks.
(a)(5)	Documentation of all management system key processes.

(a)(6)	Function to monitor compliance of the organisation with the relevant requirements.
(b)	Management system shall correspond to the size of the organisation & the nature & complexity of its activities, taking into account the hazards & associated risks inherent in these activities.
(c)	When organisation holds one or more additional organisation certificates within the scope of EMARs, the management system may be integrated with that required under the additional certificate(s) held.
145.A.202	Internal safety reporting scheme
(a)	Organisation shall establish an internal safety reporting scheme to enable the collection & evaluation of such occurrences to be reported under EMAR 145.A.160.
(b)	The scheme shall also enable the collection & evaluation of those errors/near misses/ hazards reported internally that do not fall under point (a).
(d)	The organisation shall make arrangements to ensure the collection of safety issues related to subcontracted activities.
145.A.205	Contracting & subcontracting
(a)(2)	Any aviation safety hazards associated with such contracting or subcontracting are considered as part of the organisation's management system.
(b)	If the organisation subcontracts any part of its maintenance activities to another organisation, the subcontracted organisation shall work under the scope of approval of the subcontracting organisation.

3.3. "CRUCIAL" Requirements

No proposed derogations	
"CRUCIAL" requirements in EMAR 145 Ed. 2.0	
145.A.10	Scope
	Requirements to be met by an organisation to qualify for the maintenance of aircraft and components.
145.A.15	Application for an organisation certificate
(a)	Application for a certificate/amendment to a certificate shall be made iaw national rules.
(b)(2)	Applicants for initial MO certificate shall provide documentation demonstrating how they will comply with national rules.
145.A.20	Terms of approval & scope of work
(a)	Scope of work shall be specified in the MO Exposition (MOE).
(b)	Organisation shall comply with the scope of work specified in the MOE.
145.A.30	Personnel requirements
(a)	Accountable manager with authority for ensuring that all maintenance activities are carried out properly.
(b)	Accountable Manager shall nominate person(s) representing the management structure for the maintenance functions & responsible to ensure that MO works iaw MOE.
(d)	Organisation shall ensure sufficient & appropriately qualified staff to plan / perform/supervise/inspect/monitor activities.
(e)	Organisation shall establish & control competency of personnel involved in maintenance.
(f)	Organisation shall ensure that personnel who carry out/control non-destructive test of aircraft structures / components is qualified for the particular NDT.
(g)	For Line maintenance (except for point (j)), need for Military Aircraft Type Rated certifying staff (CS). MO may also use task trained CS to carry out minor scheduled line maintenance & simple defect rectification.
(h)1.	MO maintaining aircraft (except where stated otherwise in (j)) shall, for Base maintenance, have appropriate Military Aircraft Type Rated CS qualified.
(h)(1)(iii)	CS shall ensure that compliance with (i) has been met & all work required by CAMO was accomplished during Base maintenance check/work package, & shall also assess impact of work not carried out for requiring its accomplishment or agreeing with CAMO to defer such work.

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(i)	Component CS shall be qualified.
(j)(3)	For repetitive pre-flight AD MO may issue a limited certification authorisation to pilot/flight engineer on the basis of flight crew licence/national equivalent qualification held.
(j)(4)	MO may issue a limited certification authorisation to the pilot/flight engineer on the basis of flight crew licence/national equivalent qualification held.
(j)(5)(i)	MO may issue a one-off certification authorisation to one of its employees holding equivalent authorisations on other aircraft types of similar technology, construction & systems.
(j)(5)(ii)	MO may issue a one-off certification authorisation to any person rated for the aircraft type requiring certification.
(l)	To certify on-aircraft maintenance performed on armament, rescue & escape systems & other military-specific systems, MO shall have sufficient staff.
145.A.35	Certifying & Support staff
(a)	CS has adequate understanding of relevant aircraft / components to be maintained & associated MO procedures. For CS, this shall be accomplished before the issue/re-issue of certification authorisation.
(a)(2)	'Relevant aircraft and/or components', means those aircraft/components specified in the certification authorisation.
(a)(3)	'Certification authorisation' means the authorisation issued to CS by the MO & which specifies that those staff may sign CRSs within the limitations stated in the authorisation on behalf of the MO.
(b)	MO may only issue a certification authorisation to CS in relation to any Military Aircraft Type Rating held.
(d)	CS receive sufficient recurrent training.
(f)	Assessment of CS for their competency / qualifications & capability to carry out their certifying duties prior to issue/re-issue certification authorisation.
(g)	Certification authorisation clearly specifies scope & limits of the authorisation.
(h)	Certification authorisation in a style that makes its scope clear to CS.
(j)	Provide CS with a copy of their certification authorisation.
(m)	Need for satisfactory completion of relevant aircraft task training for certification privileges on a specific aircraft type.
(n)(i)	To exercise certification privileges need to follow satisfactory completion of relevant aircraft task training.
145.A.40	Equipment and tools

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(a)	Organisation shall have available & use the necessary equipment & tools to perform the scope of work.
(a)(ii)	Equipment & tools must be available.
(a)(iii)	Organisation for base maintenance shall have aircraft access equipment & inspection platforms/docking.
(b)	Records of (lack of) calibrations & traceability shall be kept by the organisation.
145.A.42	Components
(a)	All components shall be classified into the following categories:
(i)	Components which are in a satisfactory condition.
(ii)	Unserviceable components which shall be maintained.
(iii)	Components categorised as unsalvageable.
(iv)	Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the maintenance data.
(v)	Material, both raw & consumable, used in the course of maintenance.
(b)(ii)	Organisation shall ensure that components, standard parts & materials shall only be installed on an aircraft or a component when they are in satisfactory condition & meet the applicable requirements of point (a) & the applicable maintenance data specifies the particular component, standard part or material.
(b)(iii)	Organisation may fabricate a range of parts.
(c)(i)	Unserviceable & unsalvageable components shall be segregated from serviceable components, standards parts & materials.
(c)(ii)	Unsalvageable components shall not be permitted to re-enter the component supply system, unless mandatory life limitation have been extended or a repair solution has been approved iaw national rules.
145.A.45	Maintenance data
(a)	Organisation shall have access to & use applicable maintenance data in the performance of maintenance, including modifications & repairs. In the case of maintenance data provided by the organisation requesting the maintenance, the organisation shall have access to such data when the work is in progress.
(b)1.	Applicable maintenance data is any applicable requirement, procedure, standard, operational directive or information issued/provided.
(b)2.	Applicable maintenance data is any applicable AD issued.
(b)3.	Applicable maintenance data is Instructions for Continuing Airworthiness, issued by (Military) Type Certificate (MTC) holders, (Military) Supplementary

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	Type Certificate (MSTC) holders, any other organisation required to publish such data.
(b)4.	Applicable maintenance data is for components approved for installation, the applicable maintenance instructions published & acceptable.
(b)5.	Applicable maintenance data is any applicable data issued iaw paragraph (d).
(d)	Organisation may modify maintenance instructions.
(e)	Organisation shall make precise reference to the particular maintenance task(s) contained in that maintenance data.
(f)	Organisation shall ensure that all applicable maintenance data is readily available for use when required by maintenance personnel.
145.A.47	Production planning
(a)	Organisation shall have appropriate system for the amount & complexity of work to plan availability of necessary personnel / tools / equipment / material / maintenance data & facilities.
(c)	For handing over continuation/completion of maintenance tasks (shift or personnel changeover), relevant information shall be adequately communicated between outgoing & incoming personnel.
145.A.48	Performance of maintenance
(b)	Organisation shall be responsible for the maintenance performed.
(c)1.	Organisation shall ensure that after completion of maintenance, general verification to ensure that the aircraft/component is clear of all tools/equipment & any extraneous parts/material, & that all access panels that were removed are refitted.
(c)4.	Organisation shall ensure that damage is assessed using data specified in EMAR M.A.304 (Data for modifications/repairs).
(c)5.	Organisation shall ensure that assessment of aircraft defects is carried out iaw EMAR M.A.403 (b).
145.A.50	Certification of maintenance
(a)	CRS for aircraft/Components is issued by authorised certifying staff (CS) when CS has verified that all maintenance ordered has been properly carried out taking into account availability/use of EMAR 145.A.45 maintenance data, & that there are no known non-compliances which endanger flight safety.
(b)	CRS for aircraft is issued before flight at the completion of any maintenance.
(c)	New defects/incomplete maintenance work orders identified during maintenance shall be communicated to OO/CAMO for obtaining agreement to rectify such defects/completing missing elements. Where OO/CAMO declines to have such maintenance carried out under this point, (e) is applicable.

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(d)	CRS for components is issued by authorised CS after the maintenance that ordered has been carried out on component whilst off the aircraft.
(e)	By derogation to (a), when organisation is unable to complete all maintenance ordered, it issues a CRS within approved aircraft limitations. It shall enter such fact in aircraft CRS before the issue of such certificate. Details of deferred maintenance to be entered in ATL.
(f)	When aircraft is grounded at a location other than MOB due to non-availability of component with appropriate CRS, the organisation may temporarily fit component without appropriate CRS until the aircraft returns to MOB.
145.A.55	Record-keeping
(a)1.	Organisation shall record details of maintenance work carried out. Organisation shall retain all necessary records to prove that all requirements have been met for the issue of the CRS.
(a)2.	Organisation shall provide copy of CRS to CAMO for compliance with EMAR M.A.305 (a/c Cont. Aw record syst.).
(a)3.	Organisation shall retain copy of all detailed maintenance records (including CRS)/associated maintenance data.
(d)(3)(i)	Records of CS shall include details of MAML held.
(d)(3)(ii)	Records of CS shall include the scope of certification authorisations issued.
(d)(3)(iii)	Records of CS shall include staff that held limited or one-off certification authorisations.
(d)(4)	Personnel records are kept for as long as a person works for the organisation.
145.A.60	Occurrence reporting
(a)	Organisation shall implement an occurrence reporting system iaw national rules.
(a)(1)(ii)	Initial mandatory reports shall be made as soon as practicable.
(a)(1)(iv)	Initial mandatory reports shall be made iaw national rules and shall contain all pertinent information about the condition known to the organisation.
145.A.65	Maintenance procedures
(b)1.	Procedures established shall ensure that clear maintenance work order / contract has been agreed between MO & the organisation that requests the maintenance, to clearly establish the maintenance to be carried out so that aircraft/components can be released to service iaw EMAR 145.A.50.
(b)2.	Procedures established shall cover all aspects of maintenance, including provision & control of specialised services, and lay down standards according to which the organisation intends to work.
145.A.70	Maintenance Organisation Exposition (MOE)

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(a)	Organisation shall establish & maintain a MOE, iaw national rules, that includes, directly or by reference, all of the following information:
(a)(3)	Title(s) & name(s) of person(s) nominated under EMAR 145.A.30(b).
(a)(6)	List of certifying staff with their scope of authorisation.
(a)(9)	Organisation's scope of work relevant to the terms of approval.
(a)(12)	Procedures specifying how the organisation ensures compliance with national rules.
(a)(13)	List of OO(s) & CAMO(s) to which the organisation provides regular maintenance services & the associated procedures.
(a)(14)	List of the subcontracted organisations (if applicable).
(a)(16)	List of the contracted organisations.
145.A.75	Privileges of the organisation
(a)	Organisation shall be entitled to maintain any aircraft/component identified in the MOE.
(b)	Organisation shall be entitled to arrange for the maintenance of any aircraft/component at another subcontracted organisation.
(c)	Organisation shall be entitled to maintain any aircraft/component at any location subject to the need for such maintenance arising either from the unserviceability of the aircraft or from the necessity of supporting occasional line maintenance.
(d)	Organisation shall be entitled to maintain any aircraft/component at a location identified as a line maintenance location capable of supporting minor maintenance.
(e)	Organisation shall be entitled to issue CRS(s) in respect of completion of maintenance.
145.A.85	Changes to the organisation
(a)(1)	Changes that affect the certificate including the terms of approval of the organisation shall be authorized iaw national rules.
(a)(2)	Changes to personnel nominated in the organisation (145.A.30(b) refers) shall be authorized iaw national rules.
(a)(3)	Changes to the reporting lines between the personnel nominated (145.A.30(b) refers) & the accountable manager shall be authorized iaw national rules.
(b)	For any changes requiring authorization, the organisation shall apply for and obtain it. Changes to the organisation shall be documented.
145.A.90	Continued validity

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(a)(1)	Organisation's certificate remains valid subject to organisation's compliance with national rules.
145.A.140	Access
	For the purpose of determining compliance with national rules, the organisation shall grant access to any person authorised.
145.A.155	Immediate reaction to a safety problem
(b)	Organisation shall implement any relevant mandatory safety information issued iaw national rules.
145.A.202	Internal safety reporting scheme
(a)	Organisation shall establish an internal safety reporting scheme iaw national rules.
145.A.205	Contracting and subcontracting
(a)(1)	Organisation shall ensure that when contracting/subcontracting any part of its maintenance activities, the maintenance conforms with national rules.

Annex 3 - Return to full EMAR compliant environment

1. General

At the end of a crisis, the return to a full EMAR compliant environment is likely to be gradual. Depending on the intensity and the duration of the crisis and the larger the deviations of organisations and aircraft from airworthiness regulations are, the longer this transitional phase may last. The following topics should be considered to facilitate the return to a full EMAR compliant environment (corrective actions may be carried out in parallel):

- Resumption of organisations' audits (e.g. EMAR 145, EMAR CAMO and EMAR 21 audits)
- Restoration of maintenance data & Aircraft Maintenance Programme (AMP)
- Update of production planning for MO
- Update of aircraft register
- Calibration of instruments and tools up to standard
- Progressive retrofit of aircraft (revision of repairs and/or modifications (changes))
- Return to use of approved Expositions (e.g. CAME, MOE, DOE, POE)
- Restoration of records (organisations & aircraft)
- Return to compliance of infrastructure
- Resumption of airworthiness reviews

The various traceability measures that have been put in place during crisis will facilitate the return to an approved environment.

2. Approval of organisations in accordance with EMARs

2.1. Resumption of organisations' audits

The purpose is to prepare the gradual return of organisations to compliance with applicable EMAR requirements in accordance with their approved scope of work. This return, under the supervision of the management system of the organisation and, if necessary, with support of the NMAA, could take place as proposed below:

- organisations should assess the deviations and/or derogations implemented during the crisis and proceed with their airworthiness activities, while preparing their return to an EMAR compliant environment. The management system of the organisation, which may have been reduced or interrupted during the crisis, should be reactivated and a plan for internal audits should be set. The duration of this initial phase should be commonly agreed between the organisation and the NMAA;
- then, organisations should be ready for NMAA oversight audit to ensure the compliancy with applicable EMAR requirements. Organisations that would not be ready yet for such audit should propose a recovery plan to the NMAA;
- prior to the resumption of NMAA audits, an audit schedule should be established by the NMAA in coordination with the concerned organisations. When organisations would be compliant in accordance with the schedule, they should submit a request to the NMAA, which would carry out the approval/oversight audit.

2.2. Update of production planning for MO

CAMO should consider the differences between the maintenance data used during the crisis and the applicable maintenance data. CAMO should plan and task the MO to perform any due maintenance not implemented during the crisis or any maintenance not performed in accordance

with the applicable maintenance data. Support contracts may need to be adapted accordingly by the procurement body for industrial MO, after consultation between all concerned parties.

2.3. Calibration update of instruments and tools

Instruments and tools should be brought back into compliance with standards set in approved maintenance data. Maintenance operations that would still require the use of non-compliant instrument/tool should be subject to a risk analysis and a request for deviation.

2.4. Return to use of approved Expositions

If applicable, organisations may need to update their expositions (MOE, CAME, DOE) with any changes made since the start of the crisis. Depending on the changes introduced, those expositions would need to be sent to the NMAA for approval (e.g. major and significant amendments). In any case, all changes introduced in approved expositions should be reported to the NMAA (including minor and non-significant amendments).

2.5. Infrastructure compliance

The crisis may have caused damage to infrastructure and it may also have led to premises being reallocated. The return to normal activity should enable the infrastructure to be gradually brought into compliance. Given the often-long lead times for infrastructure work, organisations may work under special exemption in the meantime, subject to NMAA authorization.

3. Aircraft certification & registration

3.1. Update of aircraft register

At the end of the crisis, the OO in coordination with the NMAA should regularize their aircraft situation by withdrawing destroyed or damaged aircraft from service and initiate the registration of any aircraft that would have not yet been registered.

3.2. Progressive retrofit of aircraft

The CAMO and/or a Design Organisation ((M)TCH), if necessary with the support of a MO, would need to assess the aircraft damages and/or repairs, and/or maintenance as well as possible changes implemented during times of crisis. If the status of the fleet would be globally homogeneous, the Design Organisation ((M)TCH) and/or NMAA could provide a generic prescription for all or part of the fleet.

3.2.1. Aircraft status

The inventory of topics should specify, for each aircraft, the following elements:

- the period during which the aircraft was operated outside of normal airworthiness framework;
- activity over the period (flight hours, landings, etc.);
- conditions of use and operating environment;
- the period during which the crisis AMP, derived from the crisis AMM (if any) was used and the transitional conditions defined;
- deviations from the approved AMP and/or applicable maintenance data that have not yet been corrected;
- discrepancies between the applicable and applied configuration;
- waivers, clearances, Military Permit to Fly, deviations/exemptions/derogations issued during the crisis and those still in force;
- the status of installed equipment and/or changes which compliance has not been demonstrated yet, specifying the nature of the non-compliances and the type of activity (e.g. flight hours, landings, cycles) carried out since installation/implementation:
 - repairs performed which are not described in the maintenance manuals implemented under the supervision of the (M)TCH and/or an DO;

- and in specific circumstances (e.g. ABDAR repairs).

3.2.2. Analysis by Design Organisation ((M)TCH) and/or NMAA

After analysing the elements received, the Design Organisation ((M)TCH) and/or NMAA may issue prescriptions for bringing the aircraft back into compliance. When all corrective actions have been implemented, the aircraft should be presented by the CAMO for an airworthiness review. If the airworthiness review is conclusive, the Military Certificate of Airworthiness should be restored.

3.3. Resumption of airworthiness reviews

Prior to the resumption of airworthiness reviews, the OO and/or CAMO should propose to the NMAA an airworthiness review schedule. When the airworthiness review is not completed, the aircraft may continue to fly under the Military Permit to Fly issued during the times of crisis.

4. Maintenance data/AMP & records (both organisation and aircraft)

4.1. Restoration of Maintenance data & AMP

As soon as the intensity of the crisis diminishes and the situation gradually stabilizes, the CAMO, in liaison with the OO, should manage the fleet in accordance with the approved AMP and the applicable maintenance data. The CAMO may take this opportunity to review the AMP and update it if necessary. It should also specify the transition procedures between the crisis AMP and/or crisis maintenance data (if any) and the approved AMP and/or applicable maintenance data. This could be done gradually, according to a defined transition plan. It should notably be considered that it is not possible to carry out simultaneous maintenance visits for all products impacted by the crisis, nor for the regeneration of certain equipment, either from the point of view of industrial capacity or the need to maintain a minimum number of aircraft capable of carrying out the operational missions. If necessary, it may need to rely on the expertise of a Design Organisation ((M)TCH). If necessary, the Minimum Equipment List (MEL) may also be updated.

4.2. Restoration of records

At the end of a crisis, all missing and/or non-compliant and/or incomplete records should be recovered and restored to the appropriate format. If it is not possible to recover some data, a process to restore the airworthiness of the aircraft should be established by the impacted organisation in coordination with the NMAA.