



**MINISTERO DELLA DIFESA**

Segretariato Generale della Difesa e Direzione Nazionale Armamenti  
Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità

**TECHNICAL DIRECTIVE**

**MEANS OF ADOPTION OF THE AER(EP).P-M/IFTS**

**LIST OF EFFECTIVE PAGES**

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<b>Page N°</b>	<b>Amendment N°</b>
Front page.....	0
A.....	0
I.....	0
1-7.....	0

## INDEX

<b>1.</b>	<b>INTRODUCTION AND PURPOSE .....</b>	<b>1</b>
<b>2.</b>	<b>DEFINITIONS .....</b>	<b>1</b>
<b>3.</b>	<b>REQUIREMENTS AER(EP).P-IFTS-M.....</b>	<b>1</b>
3.1	M.A.201 Responsibilities .....	2
3.2	M.A.202 Occurrence reporting .....	3
3.3	M.A.301 Continuing Airworthiness tasks .....	3
3.4	M.A.302 Aircraft Maintenance Programme .....	3
3.5	M.A.303 Airworthiness Directives .....	4
3.6	M.A.304 Data for modifications and repairs .....	4
3.7	M.A.305 Aircraft continuing airworthiness record system .....	4
3.8	M.A.306 Aircraft Technical Log .....	5
3.9	M.A.307 Transfer of aircraft Continuing Airworthiness records .....	5
3.10	M.A.705 Facilities .....	5
3.11	M.A.706 Personnel requirements .....	6
3.12	M.A.707 Airworthiness review staff.....	<b>Errore. Il segnalibro non è definito.</b>
3.13	M.A.708 Continuing Airworthiness Management.....	6
3.14	M.A.709 Documentation.....	6
3.15	M.A.710 Airworthiness Review .....	6
3.16	M.A.711 Privileges of the organisation.....	6
3.17	M.A.712 Quality system.....	6
3.18	M.A.714 Record-keeping .....	6
3.19	M.A.901 Aircraft airworthiness review .....	7
<b>4.</b>	<b>ADDITIONAL REQUIREMENTS .....</b>	<b>7</b>

## 1. INTRODUCTION AND PURPOSE

The T.P. AER(EP).P-M/IFTS defines the requirements of an Organisation that is responsible for management of Continuing Airworthiness of military aircrafts. The aforementioned T.P. implements, in the Italian military Regulation, the European Military Airworthiness Requirement M (EMAR) approved by the MAWA (Military Airworthiness Authorities) Forum.

The present T.P. provides additional specification or interpretation to some requirements of the AER(EP).P-M/IFTS.

## 2. DEFINITIONS

For the purpose of the present T.P., EMAD 1 is the reference for any acronym, term and expression.

## 3. REQUIREMENTS AER(EP).P-IFTS-M

The additional specification or interpretation provided herein are related to the following requirements of AER(EP).P-M/IFTS:

- M.A.201 *Responsibilities*
- M.A.202 *Occurrence Reporting*
- M.A.301 *Continuing Airworthiness tasks*
- M.A.302 *Aircraft Maintenance Programme*
- M.A.303 *Airworthiness Directives*
- M.A.304 *Data for Modification and Repairs*
- M.A.305 *Aircraft Continuing Airworthiness Record System*
- M.A.306 *Aircraft Technical Log*
- M.A.307 *Transfer of Aircraft Continuing Airworthiness Records*
- M.A.703 *Extent of Approval*
- M.A.705 *Facilities*
- M.A.706 *Personnel Requirements*
- M.A.708 *Continuing Airworthiness Management*
- M.A.709 *Documentation*
- M.A.710 *Airworthiness Review*
- M.A.711 *Privileges of the Organisation*
- M.A.712 *Quality System*
- M.A.714 *Record-Keeping*
- M.A.901 *Aircraft Airworthiness Review*

### 3.1 M.A.201 Responsibilities

- (a) Within the context of this TP, a military Operating Organisation is to be understood as a force structure that, according to the National Military Aviation Authority (Italian Air Staff), can operate military aircrafts, specified at §1.1.

Consequently such a military Operating Organisation is accountable for the Continuing Airworthiness of the same military aircrafts, when approved by the DAAA as compliant to AER(EP).P-IFTM Subpart B.

A Non-Military/Government Organisation, in accordance with a dedicated written agreement with the above mentioned force structure, may also be allowed to operate military aircrafts, if allowed by the National Aviation Authority, and/or be responsible for their Continuing Airworthiness and when approved by the DAAA as compliant to this Regulation.

In both cases, the Accountable Manager is the person who authorizes, under its own responsibility, a flight to take place.

For individual aircraft or types for which a Military Certificate of Airworthiness or Military Restricted Certificate of Airworthiness is not appropriate, a Military Permit to Fly may be issued in accordance with the prescriptions of the AER(EP).P-7.

- (c) Maintenance organisations can be either approved AER(EP).P-145 or AER(EP).P-2005 in accordance with the applicability of relevant regulation. The approvals are considered equivalent for the scope of this TP.
- (d) Pre-flight inspections can be carried out by:
- a. a Crew Chief authorized by the Operating Organisation and qualified according to AER(EP).P-2005; or,
  - b. an Holder of Category B1.1 MAML, with the specific Type Rating endorsed, or Cat. A1, authorized by the Operating Organisation; or,
  - c. an Holder of Category B1.1 MAML, with the specific Type Rating endorsed, or Cat. A1, authorized by a Line Maintenance Organisation, approved according to AER(EP).P-145 with the specific Type Rating in Capability List. In this case, a written agreement is required to specify that the Operating Organisation is still responsible to ensure that the pre-flight inspection takes place, even though the Maintenance Organisation is responsible that all technical requirements are fulfilled.
- (g) Maintenance of military aircraft and its components can be carried out by a Maintenance Organisation approved according to AER(EP).P-145 or by a Military Maintenance Organisation approved according to AER(EP).P-2005. Release to service of aircraft or its components will be certified according to the relevant regulation.

- (h) A Military Operating Organisation can be approved according to AER(EP).P-2005 also when the Continuing Airworthiness Management is subcontracted to a CAMO approved according to this regulation, based on EMAR M Subpart G requirements.

### **3.2 M.A.202 Occurrence reporting**

- (a) Any condition of an aircraft or component which either endangers flight safety (S.I. Ca-1) or even without a direct impact on flights safety, but that affects the aircraft/component reliability, interchangeability, maintainability or usability (S.I. Ca-2) has to be reported in accordance with AER(EP).00-01-6.
- (b) If the Operating Organisation has contracted a CAMO, the contract or written agreement between parties shall also specify their respective roles in managing the occurrence reporting system. Nonetheless, Operating Organisation is accountable for reporting the above mentioned occurrences to DAAA.
- (c) A procedure of the CAME is required to describe this process and its compliance to AER(EP).00-01-6, detailing tasks and responsibilities.
- (e) S.I. Ca.1 has to be reported within 24 hours of the organisation identifying the condition.

### **3.3 M.A.301 Continuing Airworthiness tasks**

- (a) Each of the continuing airworthiness task has to be conducted according to the relevant DAAA regulation:
1. Pre-flight, according to “-6LC” Technical Publication;
  2. Rectification of any defect and damage, according to “-2” or “-2JG” or “-3” Technical Publications and taking into account “-MEL” and CDL;
  3. All maintenance, according to “-6” Technical Publication;
  4. The analysis of the effectiveness, according to M.A.302;
  5. Any applicable directive, according to AER(EP).00-00-5;
  6. Modifications and repairs, according to PTAs and privileges granted to the TCH by DAAA under the AER(EP).P-21 or AER(EP).P-10;
  7. Any policy for non-mandatory modifications and/or inspections shall be defined by the aircraft/fleet owner;
  8. Maintenance check flights, according to “-6CL” Technical Publication.

### **3.4 M.A.302 Aircraft Maintenance Programme**

- (a) Maintenance of each aircraft shall be compliant to the relevant “-6” Technical Publication and organised in accordance with AER.00-1-63.

- (b) An AMP is amended when the relevant “-6” Technical Publication is updated according to AER(EP).0-0-2. Any evidence that could lead to an amendment of the relevant “-6” Technical Publication shall be sent to DAAA and included in the “AMP yearly report”.
- (d) Any log, either paper-based or electronic, used to list each task to carry out during scheduled maintenance, shall include a statement that specifies:
  1. Date of edition of the “-6” TP used as a reference;
  2. Any additional Instruction for continuing airworthiness, issued by an organisation approved by DAAA according to the privileges granted under the AER(EP).P-21, if any ;
- (g) DAAA will evaluate the “AMP yearly report” and decide whether an amendment of the “-6” TP has to be required to DRS / MDOA / DOMA / MTCH / SMTCH.

### **3.5 M.A.303 Airworthiness Directives**

- (a) Airworthiness Directives must be carried out in accordance with AER(EP).00-00-5.

### **3.6 M.A.304 Data for modifications and repairs**

A damage assessment, modification and repair can be carried out using:

- (b) Data approved by a Design Organisation, according to the privileges granted by DAAA under the AER(EP).P-21 or AER(EP).P-10.

### **3.7 M.A.305 Aircraft continuing airworthiness record system**

- (a) At the completion of any maintenance, a Certificate of Release to Service shall be issued by a Maintenance Organisation approved according to AER(EP).P-145. If the maintenance is carried out by a Military Maintenance Organisation approved according to AER(EP).P-2005, at the completion of any maintenance, authorized personnel shall certify the activity fulfilled with a specific entry in the aircraft continuing airworthiness record system. In any case, each entry shall be made before that a flight takes place.
- (b) The aircraft continuing airworthiness record system shall also cover any item for which a technical log is required by a PTA.
- (d) The aircraft continuing airworthiness record system shall consist of the following technical documentation, where applicable, or electronic equivalent, where AER(EP).00-1-72 applies:
  - Aircraft Flight Logbook and Maintenance Logbook (Mod. DP5069);
  - Aircraft Log Book (Mod. DP5068) and related engineering logcard (Mod. DP5243);
  - Engine/APU Log Book (Mod. DP5078) and related engineering logcard (Mod. DP5243);
  - Fighter aircraft and fighter training aircraft wings Log Book (Mod. 746-7);
  - Weight and Balance Log Book (series -5 manuals).

- (e) If the maintenance on any component is carried out by a Military Maintenance Organisation approved according to AER(EP).P-2005, that activity shall be certified by authorized personnel through a specific entry in the aircraft continuing airworthiness record system. Each entry is considered equivalent to an EMAR Form 1, therefore it certifies that unless otherwise specified, the work identified and described, was accomplished in accordance with AER(EP).P-2005 and the specific maintenance manual, approved by DAAA, and in respect to that work the item is considered serviceable.

All entries and necessary corrections in the aircraft continuing airworthiness record system shall follow the prescriptions of the AER.00-1-24 and be based on its Forms for the specific logbook.

- (f) If an AER(EP).P-2005 approved Organisation is tasked for the management of continuing airworthiness tasks, a written agreement between parties shall specify who take over the responsibility of controlling the conformity to the relevant TP of the records.
- (g) The Organisation shall keep updated a list of personnel authorized to correct entries in the aircraft continuing airworthiness records system.
- (h) Appropriate records for all the periods specified at M.A.305(h) shall be kept in accordance with the TP AER.DT-2009-009.

If the Operating Organisation contracts an external CAMO approved either against the Subpart G of the present TP or against the TP AER(EP).P-2005, a written agreement between parties shall specify who take over the responsibility of keeping the above mentioned records.

### **3.8 M.A.306 Aircraft Technical Log**

- (a) The aircraft technical log, either paper based or electronical, shall contain all the information required by the TP AER.00-1-49;
- (b) The aircraft technical log shall be compliant with the AER.00-1-49 and any subsequent amendments;
- (c) An Operating Organisation shall ensure that the aircraft technical log is retained in accordance with the TP AER.DT-2009-009.

### **3.9 M.A.307 Transfer of aircraft Continuing Airworthiness records**

- (b) When the Operating Organisation tasks a Military Organisation approved against the TP AER(EP).P-2005 to take over the continuing airworthiness management tasks, all the relevant records shall be transferred to that Organisation.

### **3.10 M.A.705 Facilities**

- (a) If the accommodation is provided by other organisations (whether Operating Organisation, Maintenance Organisation or Military Maintenance Organisation) a written agreement shall grant the location for at least a two year time period after

the issuance of the Certificate of Approval. The CAMO remains responsible to evaluate the suitability of the accommodation and to grant any technical predisposition.

### **3.11 M.A.706 Personnel requirements**

- (i) The extension of Military Airworthiness Review Certificates (MARC) shall be released by the same person authorised to issue MARCs.

### **3.13 M.A.708 Continuing Airworthiness Management**

- (a) 7. As an alternative to maintenance certified by 145 AMOs, it is also acceptable that a Military Maintenance Organisation, approved against AER(EP).P-2005, carries out maintenance tasks according to the privileges released by DAAA.

### **3.14 M.A.709 Documentation**

- (a) A written agreement between SDR, Operating Organisation, CAMO, AMO and, if any, Military Maintenance Organisation shall clearly identify the responsibility for providing and keeping current the Approved Maintenance Data. This agreement shall be submitted for DAAA acknowledgement.

### **3.15 M.A.710 Airworthiness Review**

- (a) 8. As an alternative to AER(EP).P-145 AMO, maintenance can be carried out also by an AER(EP).P-2005 MMO;
- (b) If available, qualified maintenance personnel from AER(EP).P-2005 MMO may be tasked to support the physical survey. In this case evidence of their qualification and currency shall be collected by CAMO;
- (f) Any MARC issued or extended shall be sent to DAAA-1<sup>st</sup> Office to update the Military Aircrafts Register;

### **3.16 M.A.711 Privileges of the organisation**

- (a) 3. Any task related to continuing airworthiness management can be also assigned to and carried out by an Organisation approved against AER(EP).P-2005;

### **3.17 M.A.712 Quality system**

- (c) Any records of the Quality System shall be stored for at least two years and until the Certification renewal against AER(EP).P-M/IFTS.

### **3.18 M.A.714 Record-keeping**

- (d) The CAMO shall retain a copy of all records referred to in requirements M.A.714(b) and (c) for a time period as defined in the TP AER.DT-2009-009.

### 3.19 M.A.901 Aircraft airworthiness review

- (a) Extensions can be granted if no major inspection/maintenance occurred and the management of Continuing Airworthiness remained under control of the same organization.
- (j) 3. Authorised maintenance personnel from a Military Maintenance Organisation approved against AER(EP).P-2005 may be tasked to support the physical survey.

## 4. ADDITIONAL REQUIREMENTS

The following TPs require that an Organisation/Company/Key-person is appointed to take over a specific responsibility:

- AER.00-00-6:
  - Ente Centrale di FA
  - Ente per l'Individuazione e Registrazione della Configurazione (EIRC) (Manuale di identificazione e Registrazione della Configurazione (MIRC) diventa un allegato al CAME)
- AER(EP).00-1-6:
  - Ente Centrale di FA
- AER.00-1-24:
  - Ufficiale Tecnico
  - Personale designato aggiornamento dei libretti
- AER.00-1-49:
  - Ufficiale Tecnico
  - Capo della Squadra/Capo velivolo
  - Specialista
- AER.00-1-63:
  - Ufficiale responsabile della manutenzione (Capo Sezione Manutenzione)
  - Capo squadra Ispezioni
  - Specialista
  - Ente Centrale Approvazione CIP
- AER(EP).00-1-72:
  - Ente Lead

In order to avoid any misunderstanding or duplication of activities, a written agreement between CAMO and Air Force shall be convened and it shall be sent to DAAA for acknowledgement. The agreement shall specify which document is used to appoint each of them.