

CAR M is proposed to be amended. The propose amendments are shown in subsequent affected paragraphs.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) Deleted text is marked with strikethrough;
- (b) New or amended text is highlighted in grey;
- (c) An ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment

M.A.201 Responsibilities

(f) For complex motor-powered aircraft used for commercial specialised operations, or commercial air transport, or commercial approved training organisations, the operator shall ensure that

(1) no flight takes place unless the conditions defined in paragraph (a) are met;

(2) the tasks associated with continuing airworthiness are performed by an approved continuing airworthiness management organisation. When the operator is not continuing airworthiness management organisation approved itself then the operator shall establish a written contract in accordance with Appendix I with such an organisation, in such cases, operator shall have CAME in accordance with para 11.2 of CAR Section 8 Series O Part II; and

M.A.302 Aircraft Maintenance Programme

(a) For complex motor-powered when the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme Maintenance Programme of Single Engine aeroplane used for Scheduled commuter operations shall also have reliability programme. Additional requirements are detailed in CAR, Section-8, Series O, Part II, Appendix B.