

Pursuant to Article 16(3), Article 150(1) and (2), Article 163(4), Article 167, Article 177(1), Article 179(4), Articles 239 and 265 of the Air Transport Law (the “Official Gazette of RS”, nos 73/10, 57/11, 93/12, 45/15, 66/15 – other law, 83/18, 9/20, 62/23 and 19/25),

Director of the Civil Aviation Directorate of the Republic of Serbia hereby adopts

REGULATION
amending Regulation on the continuing airworthiness management
and on the approval of maintenance organisations and personnel

Article 1

In Regulation on the continuing airworthiness management and on the approval of maintenance organisations and personnel (the “Official Gazette of RS”, No 83/24), Article 1 shall be amended as follows:

“Scope
Article 1

This Regulation lays down: the conditions for issuing, amending, suspending or revoking of approvals for performing aeronautical maintenance activities and for continuing airworthiness management of aircraft and other aeronautical products, parts and appliances, as well as the form of these approvals; the conditions for establishing and using safety management system, and types of aeronautical entities required to establish such system; the additional conditions for establishing and maintenance of the continuing airworthiness; the conditions for issuing, amending, suspending or revoking of airworthiness review certificate, its form, detailed conditions for and the method of conduct of airworthiness review; contents and method of application of aircraft maintenance programme (AMP); the conditions for issuing maintenance personnel licence and rating endorsement, validity period of the licence, validity of licence ratings, the conditions for amending, suspending or revoking of the licence, the conditions for suspending or revoking of licence ratings endorsed and the form of the licence, as well as the conditions for issuing, amending, suspending and revoking of maintenance training organisation approval certificate, validity period of the approval certificate and its form.”.

Article 2

In Article 3(2) full stop at the end of (18) shall be replaced by semicolon and new points (19), (20), (21) and (22) shall be added:

“(19) monitoring airworthiness directive, issued in Addendum 21, which is printed with this Regulation and forms an integral part thereof;

(20) additional conditions for the application of point ML.A.201(e) provided for in Addendum 22 which is printed with this Regulation and forms an integral part thereof;

(21) the content of a release statement included in a certificate of release to service issued by maintenance organisation approved by EASA or Member State, provided for in Addendum 23 which is printed with this Regulation and forms an integral part thereof.

(22) assessment of independent certifying staff provided for in Addendum 24 which is printed with this Regulation and forms an integral part thereof.”.

Article 3

In Article 4(1)(12) words: “(the “Official Gazette of RS” nos 9/18, 56/18, 12/19, 3/21, 54/21, 117/21, 112/22, 46/23 and 115/23)” shall be replaced by the following words: “(the “Official Gazette of RS” nos 9/18, 56/18, 12/19, 3/21, 54/21, 117/21, 112/22, 46/23, 115/23 and 10/25);”

In point (13) words: “(the “Official Gazette of RS” nos 9/18, 56/18, 12/19, 3/21, 54/21, 117/21, 112/22, 46/23 и 115/23)” shall be replaced by the following words: “(the “Official Gazette of RS” nos 9/18, 56/18, 12/19, 3/21, 54/21, 117/21, 112/22, 46/23, 115/23 and 10/25);”.

Article 4

Addenda 7, 8, 9, 18 and 19 shall be replaced by new addenda 7, 8, 9, 18 and 19, which are printed with this regulation and form an integral part thereof.

Entry into Force

Article 5

This regulation shall enter into force on the eighth day following the date of its publication in the “Official Gazette of the Republic of Serbia”.

No. 5/1-01-0005/2025-0001

In Belgrade, 26 May 2025

Director

Mirjana Čizmarov

Conditions for persons nominated under Part-145

Maintenance organisations approved in accordance with Part-145, including those organisation which are part of operator holding operating licence, and whose management system is not part of the operator's management system, shall have:

1. Maintenance manager who shall comply with the requirements set forth in AMC1 145.A.30 (cc) and who shall meet one of the following conditions:

- hold Mechanical Engineering diploma, Aerospace department or School of Electrical Engineering diploma; hold certificate of Part-145 courses and Safety Management System (SMS), the Directorate finds acceptable, and hold minimum five years of working experience in aircraft maintenance organisation or with civil aviation authorities, with at least two-year experience of performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of maintenance organisations; or

- hold aircraft maintenance personnel licence and relevant education in management; hold certificates on completed Part-145, Safety Management System (SMS) and Quality System courses which the Directorate finds acceptable and minimum five years of relevant working experience in maintenance organisation or with civil aviation authorities with at least two years on relevant tasks in aircraft maintenance organisation or with civil aviation authorities tasks of certification and oversight of maintenance organisations; or

- hold minimum ten years of relevant working experience in maintenance organisation or with civil aviation authorities, with at least four years performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of maintenance organisations and hold certificates of Part-145 courses, Safety Management System (SMS) and Quality System which the Directorate finds acceptable.

2. Compliance monitoring manager and safety manager who shall comply with the requirements set forth in AMC1 154.A.30 (cc) and who shall meet one of the following conditions:

- hold Mechanical Engineering diploma, Aeronautical department or School of Electrical Engineering diploma; and have at least five years of working experience in aircraft maintenance organisation or with civil aviation authorities, with at least two years of performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of maintenance organisations and hold certificates of Part-145 courses and Safety Management System (SMS) acceptable for the Directorate; or

- hold minimum ten years of relevant working experience in maintenance organisation or with civil aviation authorities, with at least four-year experience of performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of maintenance organisations and hold certificates of Part-145, Safety Management System (SMS) and Quality System courses which the Directorate finds acceptable.

Additional conditions specified in this Addendum, other than the requirements set forth in AMC1 145.A.30(cc), shall not apply to persons nominated who are approved in accordance with Part-145 prior to entry into force of this Regulation.

Maintenance organisations approved under Part-145, with the management system which is integrated part of the operator's management system, including those organisation which are part of operator holding operating licence, shall have additional safety personnel pursuant to GM1 145.A.30(ca), when Safety manager, besides the conditions laid down in Regulation on conditions for performing air operations (the "Official Gazette of RS", nos 9/18, 56/18, 12/19, 3/21, 54/21, 117/21, 112/22, 46/23, 115/23 and 10/25) fails to comply with Part-145.

Number of additional safety personnel depends on the volume of organisation and complexity of operations.

Safety manager who fails to comply with Part-145 shall comply with the following conditions:

- hold the certificate of completed Part-145 course, the Directorate finds acceptable;
- hold evidence of completed at least two weeks of internal training, if possible during maintenance of an aircraft which belongs to the fleet of the organisation, thus acquiring comprehensive knowledge as regards:
 - scope, privileges and limitations of organisation,
 - maintenance standards and methods,
 - Maintenance Organisation Exposition (MOE),
 - work documentation of organisation (work orders, work cards, maintenance data etc.),
 - planning and management of maintenance works,
 - logistic processes and organisations,
 - issuance of certificate of release to service (CRS).
 - maintenance records,
 - authorisations and limitations of maintenance personnel,
 - critical maintenance tasks,
 - regulations;
- hold evidence of completed general knowledge of relevant aircraft type, e.g. GEN-FAM, ATPL or other training the Directorate finds acceptable.

Maintenance organisation expositions (MOE) shall specify tasks of additional safety personnel.

Safety manager responsibilities shall not be transferred to additional safety personnel.

Conditions for persons nominated under Part-CAMO

Continuing airworthiness management organisations approved under Part-CAMO, which are not part of operator holding operating licence, shall have:

1. Continuing airworthiness manager who complies with the requirements set forth in AMC 1 CAMO.A.305 and who shall also meet one of the following conditions:

- hold Mechanical Engineering diploma, Aerospace department, or School of Electrical Engineering diploma; hold certificates of Part-CAMO courses and Safety Management System (SMS) acceptable for the Directorate and have at least five years of working experience in aircraft maintenance organisation or with civil aviation authorities, with at least two-year experience of performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of maintenance organisations; or

- hold maintenance personnel license and relevant education in management; holds certificates of completed Part-CAMO, Safety Management System and Quality System courses the Directorate finds acceptable and at least five years of relevant working experience in maintenance organisation or with civil aviation authorities; or

- have at least ten years of relevant working experience in maintenance organisation or with civil aviation authorities, with at least four years performing tasks in continuing airworthiness organisation or with civil aviation organisation performing tasks of certification and oversight of maintenance organisations and hold certificate of completed training courses from Part-CAMO, Safety Management System (SMS) and Quality System which the Directorate finds acceptable.

Additional conditions specified in this Addendum, other than the requirements set forth in AMC1 CAMO.A.305(c), shall not apply to persons nominated who are approved, prior to entry into force of this Regulation, in accordance with Part-M Section G.

2. Compliance monitoring manager and safety manager who shall comply with the requirements set forth in AMC1 CAMO.A.305(c) along with the following requirements:

- hold Mechanical Engineering diploma, Aerospace department or School of Electrical Engineering diploma; hold certificate of Part-145 courses and Safety Management System (SMS), the Directorate finds acceptable, and hold minimum five years of working experience in aircraft maintenance organisation or with civil aviation authorities, with at least two-year experience of performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of maintenance organisations; or

- hold aircraft maintenance personnel licence and relevant education in management; hold certificates on completed Part-145 courses, Safety Management System (SMS) and Quality System which the Directorate finds acceptable and minimum five years of relevant working experience in maintenance organisation or with civil aviation authorities with at least two years on relevant tasks in aircraft maintenance organisation or with civil aviation authorities tasks of certification and oversight of maintenance organisations; or

- hold minimum ten years of relevant working experience in maintenance organisation or with civil aviation authorities, with at least four years performing relevant tasks in aircraft maintenance organisation or with civil aviation authorities performing tasks of certification and oversight of

continuing airworthiness management organisations and hold certificates of Part-145, Safety Management System (SMS) and Quality System courses which the Directorate finds acceptable.

Additional conditions other than those set out in AMC1 CAMO.A.305(c) shall not apply to persons nominated and approved in accordance with Part-M Section G prior to entry into force of this Regulation.

Continuing airworthiness management organisations approved under Part-CAMO, which are part of operator with operating license, shall have additional safety personnel in accordance with GM1 CAMO.A.305(a)(5), if safety manager fails to comply with Part-CAMO.

Number of additional safety personnel depends on volume of organisation and complexity of operations.

Safety manager who fails to comply with Part-CAMO shall comply with the following:

- hold certificates of completed Part-M and Part-CAMO courses, which the Directorate finds acceptable;
- hold evidence of completed at least two weeks of internal training with an aim to acquire comprehensive knowledge on various topics, as applicable:
 - development of aircraft maintenance programme (AMP),
 - aircraft reliability programme (ARP),
 - MSG (Maintenance Steering Group) methodology,
 - MRB (Maintenance Review Board) process,
 - continuing airworthiness tasks and general principles
 - maintenance standards and methods,
 - Continuing airworthiness maintenance exposition (CAME),
 - regulations;
- hold evidence of completed aircraft general knowledge training for a specific type, e.g. GEN-FAM, ATPL or other training the Directorate finds acceptable.

Maintenance organisation expositions (MOE) shall specify tasks of additional safety personnel.

Safety manager responsibility shall not be transferred to additional safety personnel.

Addendum 9

Conditions for persons nominated under Part-CAO

The persons nominated referred to in point CAO.A.035 point (b) shall comply with the requirements prescribed in AMC1 CAO.A.035(c).

The persons nominated referred to in point CAO.A.035 point (b) who have been approved by the Directorate prior to entry into force of this Regulation as maintenance managers pursuant to Part-145 or Part-M, Section F and/or persons responsible for continuing airworthiness management pursuant to Part-M, as well as persons approved by the Directorate under this Regulation as maintenance managers pursuant to Part-145 and/or persons for continuing airworthiness management pursuant to Part-CAMO, shall be considered to comply with Part-CAO requirements.

Addendum 18

Airworthiness review carried out by the Civil Aviation Directorate of the Republic of Serbia

Certificate of airworthiness shall be issued upon it has been established by the airworthiness review that the aircraft complies with the conditions of type certificate or supplemental type certificate, as applicable.

In case the applicant uses electronic records management system for maintenance and the continuing airworthiness of aircraft, it shall be obliged to enter maintenance tasks from the approved maintenance programme on the system prior to issuing the airworthiness review certificate.

Where the applicant for airworthiness review is the approved organisation, besides the application, it shall deliver the status of the aircraft, and for aircraft under Part-M, it shall deliver recommendation for issue of certificate of airworthiness, restricted certificate of airworthiness review certificate.

The application for initial airworthiness review of a newly manufactured aircraft shall be accompanied by:

- the statement of conformity pursuant to EASA Form 52 or the statement of the authority competent for export affairs certifying that the aircraft is in conformity with the project approved by EASA, which is issued within the timeframe of 60 days from the date of application, or type certificate issued or recognized by the Directorate;
- weight and balance report with a loading schedule;
- aircraft flight manual/ pilot's operating handbook (AFM/POH).

The application for the initial airworthiness review of a used aircraft shall be accompanied

by:

- recommendation for issue of certificate of airworthiness, restricted certificate of airworthiness or airworthiness review certificate, which is issued when the aircraft complies with the conditions laid down by the Republic of Serbia;
- weight and balance report with a loading schedule;
- aircraft flight manual/ pilot's operating handbook (AFM/POH).

Where it has been established that the recommendation is acceptable, the Directorate may issue certificate of airworthiness or restricted certificate of airworthiness, as well as airworthiness review certificate.

The airworthiness review shall be carried out by sampling method.

Documents for reviewing and scope of sampling may vary corresponding to maintenance conditions, background and condition of the aircraft that is the subject of the review, and to the nature and complexity of the applicant's operations and number of previous findings, and they need not cover a three-year cycle.

Where it is verified by the review that the document sample is correct, the whole document is deemed correct.

Physical survey of the aircraft shall be conducted by visual inspection.

Exceptionally, physical survey may be conducted through operational and functional system check and aircraft equipment check; through engine and propellers check on the ground as well as through check flight.

All of the above-mentioned checks shall be carried out under the oversight of the Directorate, as applicable.

Where a physical survey includes maintenance tasks (e.g. system testing, checks requiring removal of panels, etc.), the applicant shall issue a work order to the approved maintenance organisation or certifying maintenance personnel, as applicable.

The airworthiness review certificate shall be issued upon issuing relevant certificate of release to service.

Aircraft Maintenance Programme

The review of application for maintenance specified in aircraft maintenance programme shall be conducted by sampling method.

The volume of sampling may vary depending on the complexity of aircraft and number of findings identified during previous reviews of maintenance programme, based on the instructor's assessment.

In case the applicant uses electronic records management system for maintenance and the continuing airworthiness of aircraft, the maintenance programme shall be submitted as a report of electronic system (AMOS, CAMP etc.) specified in the maintenance organisation exposition.

Where it is verified by the review that the document sample is correct, the whole document is deemed correct.

The aircraft maintenance programme (AMP) may establish a one-time variation to the approved frequencies presented in flight hours, cycles, calendar time or their combination. The frequencies may apply to one application or a group of applications.

If variation to frequencies has not been defined by the holder of type certificate, permitted variation to approved frequencies shall be determined for each case individually as given below:

Aircraft Maintenance Programme (AMP) may anticipate a one-time variation to approved frequencies presented in flying hours, flight cycles, calendar time or any combination of the above. The frequencies may refer to a single requirement or a group of requirements.

Where the type certificate holder has not defined one-time variation to approved period, the permitted variation to the approved frequencies shall be defined for each specific case as follows:

- (a) items controlled by flight hours (FH):
 - for limitations 5,000 FH or less- 10%,
 - for limitations more than 5,000 FH- 500 FH;
- (b) items controlled by calendar time:
 - for limitation one year or less- 10% or one month, whichever is the lesser,
 - for limitations more than one year, but not exceeding three years- two months,
 - for limitations more than three years- three months.
- (c) items controlled by FC:
 - for limitations 500 FC or less- 5% or 25 FC, whichever is the lesser,
 - for limitations 500 FC or less- 5% or 250 FC, whichever is the lesser.

For items controlled by more than one limitation, the more restrictive limitation shall prevail.

The terms and timeframe for one-time variation to approved period of the Aircraft Maintenance Programme shall apply only when the planned work cannot be done for objective reasons, and they do not apply to:

- Life limitations;
- Airworthiness Directive;
- maintenance requirements that the Directorate or type certificate holder designate as mandatory;
- Certification Maintenance Requirements.

Addendum 21

Monitoring airworthiness directive

The person responsible for the continuing airworthiness shall implement airworthiness directives issued by:

- the Directorate;
- EASA, for aircraft which conforms to the design it has approved, or aircraft worth type certificate or supplemental type certificate validated or accepted by EASA;
- aviation authority of the state issuing type certificate or supplemental type certificate for aircraft conforming the design approved by the said authority, and validated or recognized by the Directorate.

Addendum 22

Additional conditions for the application of point ML.A.201(e)

Commercial approved training organisation and commercial declared organisation, as referred to in ML.A.201(e) of this Regulation, shall be the approved training organisation and declared training organisation approved by the Directorate.

Addendum 23

The contents of the certificate of release to service (CSR) of the maintenance organisation approved by EASA or a Member State

The organisation approved by the Directorate shall include statement as referred to in AMC 145.A.50(b)(1).

When aircraft maintenance is performed at organisation holding aircraft maintenance certificate approval issued or recognised by EASA or the competent authority of the EU Member State, the person responsible for the continuing airworthiness shall ensure that the following statement is used:

“Certifies that the work specified, except as otherwise specified, was carried out in accordance with Part-145 under the national aviation law of the Republic of Serbia and in recognition of the organisation’s EASA Part-145 approval, and in respect to that work the aircraft is considered ready for release to service.”

Addendum 24

Assessment of independent certifying staff

Independent certifying staff performing maintenance tasks shall be authorized by the Directorate based on the assessment and the said person shall be familiar with Part-M or Part-ML, as applicable.

The holder of authorisation shall keep records of completed maintenance works and provide it to the competent authorities or the aircraft owner upon their request.

The Directorate shall keep list of independent certifying staff to whom it has issued the authorisation, and it shall make it available in its official website.