



THE NETHERLANDS MILITARY AVIATION REGULATIONS

REGULATIONS FOR CONTINUING AIRWORTHINESS

NLD-MAR M

Version number	2.0
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**MILITARY AVIATION AUTHORITY
THE NETHERLANDS (MAA-NLD)**

Notes

1. This NLD-MAR M document is a derivative from EMAR M, Version Number 2.1, and is kept as close as possible to the original text. However, due to customisation to The Netherlands Military Aviation System (NLD-MAS) several changes were necessary. These differences are indicated as **orange text**.
2. Future amended paragraphs from this NLD-MAR M will be indicated by using a 'sidebar' in the margin.
3. This NLD-MAR relies on definitions laid down in NLD-MAD 1. The Forms referred to in this document can be found on MAA-NLD intranet and internet.

Stage Page

Version	Issue date	Change content	Affected pages
1.0	31 January 2019	Initial version	All
2.0	13 May 2026	Implementation of EMAR M Version 2.1	All

Final Clauses

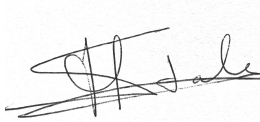
This Military Aviation Regulation is known as NLD-MAR M.

This Military Aviation Regulation shall enter into force from the day after the date of issue on the MAA-NLD internet/intranet.

This Military Aviation Regulation will be binding in its entirety and directly applicable to all (Military) Aviation Organisations who are involved in any way with or are acting within the Netherlands Military Aviation System (NLD-MAS) and need to be compliant no later than 13-5-2027.

The Hague, 13-5-2026

For the Minister of Defence,
The Deputy Director Military Aviation Authority – the Netherlands,



Digitally signed by Hendrik Stals
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H. Stals EMSD,
Colonel

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SECTION A - TECHNICAL REQUIREMENTS

SUBPART A - GENERAL

M.A.101 Scope

- (a) This Section establishes the 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.

SUBPART B - ACCOUNTABILITY

M.A.201 Responsibilities

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

Note: 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 in accordance with **NLD-MAR 21 Subpart P**.

- (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) The Operating Organisation shall be responsible for the satisfactory accomplishment of the pre-flight inspection. That inspection shall be carried out by the pilot or another qualified person but shall not need to be carried out by an **NLD-MAR 145** approved Maintenance Organisation (AMO).
- (e) NOT APPLICABLE.
- (f) NOT APPLICABLE.
- (g) The Operating Organisation shall ensure that:
- (1) no flight takes place unless the conditions set out in point (a) are met;
 - (2) the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with **NLD-MAR CAMO**; when the Operating Organisation is not a CAMO approved in accordance with **NLD-MAR CAMO**, it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to **NLD-MAR M** with an organisation approved in accordance with **NLD-MAR CAMO**;
 - (3) maintenance of military aircraft, and components thereof shall be carried out by an organisation approved in accordance with **NLD-MAR 145**. Therefore, the CAMO referred to in point (2) is approved in accordance with **NLD-MAR 145** or that CAMO has concluded a written contract in accordance with **NLD-MAR CAMO.A.315(c)** with organisations approved in accordance with **NLD-MAR 145**.
- (h) NOT APPLICABLE.

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- (i) NOT APPLICABLE.
- (j) The Operating Organisation shall ensure that any person authorised by the **MAA-NLD** is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with **NLD-MARs**.
- (k) NOT APPLICABLE.

M.A.202 Occurrence reporting

- (a) **With reference to NLD-SMAR 1 and** without prejudice to the reporting requirements set out in **NLD-MAR 145 and NLD-MAR CAMO**, any organisation responsible in accordance with **NLD-MAR M.A.201** shall report any identified condition of an aircraft or component which endangers flight safety to:
 - (1) the **MAA-NLD**;
 - (2) the organisation responsible for the type design or supplemental type design.
- (b) The reports referred to in point (a) shall be made in **accordance with NLD-SMAR 1** and 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 to in point (a) to the Operating Organisation of the aircraft and, when different, to the CAMO concerned.
- (d) The organisation shall submit the reports referred to in points (a) and (c) as soon as possible, but **in any case within the timeline defined in NLD-SMAR 1**, from the moment when the organisation identified the condition to which the report relates, unless exceptional circumstances prevent this.
- (e) The organisation shall submit a follow-up report, providing details of actions which that organisation intends to take to prevent similar occurrences in the future, as soon as those actions have been identified. The follow-up report shall be submitted in a form and manner established by the **MAA-NLD**.

SUBPART C – CONTINUING AIRWORTHINESS

M.A.301 Continuing airworthiness tasks

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:

- (a) the accomplishment of pre-flight inspections;
- (b) the rectification of any defect and damage affecting safe operation in accordance with data specified in **NLD-MAR** M.A.304 and **NLD-MAR** 145.A.45, while taking into account the Minimum Equipment List (MEL) and Configuration Deviation List (CDL), when **they exist**;
- (c) the accomplishment of all maintenance in accordance with the AMP referred to in **NLD-MAR** M.A.302;
- (d) the release of all maintenance in accordance with **NLD-MAR** 145;
- (e) the analysis of the effectiveness of the approved AMP referred to in **NLD-MAR** M.A.302;
- (f) the accomplishment of any applicable:
 - (1) Airworthiness Directive (AD);
 - (2) operational directive with a continuing airworthiness impact;
 - (3) continuing airworthiness requirement established by the **MAA-NLD**;
 - (4) measures required by the **MAA-NLD** in immediate reaction to a safety problem;
- (g) the accomplishment of modifications and repairs in accordance with **NLD-MAR** M.A.304;
- (h) delivering to the pilot-in-command, or to the Operating Organisation, the mass and balance statement reflecting the current configuration of the aircraft;
- (i) maintenance check flights, when necessary.

Note: not all of the points (a) to (i) may be applicable for operational and emergency equipment.

M.A.302 Aircraft Maintenance Programme (AMP)

- (a) Maintenance of each aircraft shall be organised in accordance with an AMP.
- (b) The AMP and any subsequent amendments thereto shall be approved by the **MAA-NLD**.
- (c) The AMP and 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 Continuing Airworthiness Management Exposition (CAME) referred to in **NLD-MAR** CAMO.A.300 and shall be approved by the **MAA-NLD** responsible for that CAMO.
- (d) The AMP shall demonstrate compliance with the:
 - (1) instructions issued by the **MAA-NLD**;
 - (2) Instructions for Continuing Airworthiness:

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- (i) 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 **NLD-MAR 21**;
 - (ii) included in the airworthiness codes or equivalent standards referred to in **NLD-MAR 21.A.431B**, if applicable;
 - (iii) issued by any organisation recognised by the **MAA-NLD**.
- (3) TO BE ADDED LATER, IF REQUIRED.
- (e) By derogation to point (d), the Operating Organisation or the organisation managing the continuing airworthiness of the aircraft may deviate from the instruction referred to in point (d)(2) and propose escalated intervals in the AMP, based on data obtained from sufficient reviews carried out in accordance with point (h). Indirect approval is not permitted for the escalation of safety related tasks. The Operating Organisation or the organisation managing the continuing airworthiness of the aircraft may also propose additional instructions in the AMP.
 - (f) The AMP shall contain details of all maintenance to be carried out, including frequency and any specific tasks linked to the type and specificity of operations.
 - (g) The AMP shall include a reliability programme, unless otherwise specified by the **MAA-NLD**.
 - (h) The AMP shall be subject to periodic reviews and be amended accordingly when necessary. Those reviews shall ensure that the AMP continues to be up to date and valid in light of the operating experience and instructions from the **MAA-NLD**, while taking into account new and modified maintenance instructions issued by the (Military) Type Certificate (MTC) and (Military) Supplemental Type Certificate (MSTC) holders and any other organisation that publishes such data in accordance with **NLD-MAR 21**.

M.A.303 Airworthiness Directives

Any applicable Airworthiness Directive must be carried out within the requirements of that Airworthiness Directive, unless otherwise specified by the **MAA-NLD**.

M.A.304 Data for modifications and repairs

An organisation repairing an aircraft or a component, shall assess any damage. Modifications and repairs shall be carried out using, as appropriate, the following data:

- (a) approved by the **MAA-NLD**;
- (b) approved by an **NLD-MAR 21** Design Organisation;
- (c) contained in the requirements referred to in **NLD-MAR 21.A.431B**;
- (d) produced by an organisation accepted by the **MAA-NLD**.

M.A.305 Aircraft continuing airworthiness record system

- (a) At the completion of any maintenance, the Certificate of Release to Service (CRS) required by **NLD-MAR** 145.A.50, shall be entered in the aircraft continuing airworthiness record system, as soon as practicable and no later than 30 days after the completion of any maintenance.
- (b) The aircraft continuing airworthiness record system shall contain the following:
 - (1) the date of the entry, the total in-service life accumulated in the applicable parameter for aircraft, engine(s) and/or propeller(s);
 - (2) the aircraft continuing airworthiness records described in points (c) and (d) below together with the supporting detailed maintenance records described in point (e) below;
 - (3) the aircraft technical log as required by **NLD-MAR** M.A.306.
- (c) The aircraft continuing airworthiness records shall include the current mass and balance report and the current status of:
 - (1) ADs and measures mandated by the **MAA-NLD** in immediate reaction to a safety problem;
 - (2) modifications and repairs;
 - (3) compliance with the AMP;
 - (4) deferred maintenance tasks and deferred defects rectification;
 - (5) symmetry check report (if required).
- (d) The aircraft continuing airworthiness records shall include the current status specific to components of:
 - (1) life-limited parts, including the life accumulated by each affected part in relation to the applicable airworthiness limitation parameter; and
 - (2) 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) The Operating Organisation shall establish a system to keep the following documents and data in a form acceptable to the **MAA-NLD** and for the periods specified below:
 - (1) aircraft technical log system: the technical log or other data equivalent in scope and detail, covering the 36 months period prior to the last entry,
 - (2) the CRS and detailed maintenance records:
 - (i) demonstrating compliance with ADs and measures mandated by the **MAA-NLD** 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;

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- (ii) demonstrating compliance with the applicable data in accordance with **NLD-MAR M.A.304** for current modifications and repairs to the aircraft, engine(s), propeller(s) and any component subject to airworthiness limitations; and
 - (iii) 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.
- (3) data specific to certain components:
 - (i) an in-service history record for each life-limited part based on which the current status of compliance with airworthiness limitations is determined;
 - (ii) the CRS and detailed maintenance records for the last accomplishment of any scheduled maintenance and any subsequent unscheduled maintenance of all life-limited parts and 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;
 - (iii) NOT APPLICABLE.
- (4) Record-keeping periods when the aircraft is permanently withdrawn from service:
 - (i) the data required by point (b)(1) in respect of aircraft, engine(s), and propeller(s) shall be retained for at least 12 months;
 - (ii) the last effective status and reports as identified under points (c) and (d) shall be retained for at least 12 months; and
 - (iii) the most recent CRS(s) and detailed maintenance records as identified under **NLD-MAR M.A.305(e)(2)(ii)** and (e)(3)(i) shall be retained for at least 12 months.
- (f) The CAMO responsible for the management of continuing airworthiness tasks pursuant to **NLD-MAR M.A.201** shall comply with the requirements regarding the aircraft continuing airworthiness record system and present the records to the **MAA-NLD** upon request.
- (g) All entries made in the aircraft continuing airworthiness record system shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
- (h) **For aircraft subject to CAMO.A.320(b), the airworthiness review statement shall be retained as part of the continuing airworthiness records.**

M.A.306 Aircraft technical log system

- (a) In addition to the requirements of **NLD-MAR M.A.305**, an Operating Organisation shall use an aircraft technical log system containing the following information for each aircraft:
 - (1) information about each flight, necessary to ensure continued flight safety; and
 - (2) the current aircraft Certificate of Release to Service; and

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- (3) the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the MAA-NLD may agree to the maintenance statement being kept elsewhere; and
 - (4) all outstanding deferred defects rectifications that affect the operation of the aircraft; and
 - (5) any necessary guidance instructions on maintenance support arrangements.
- (b) The initial issue of aircraft technical log system shall be approved by the MAA-NLD. Any subsequent amendment to that system shall be managed in accordance with NLD-MAR CAMO.A.300(c).

M.A.307 Transfer of aircraft continuing airworthiness records

- (a) When an aircraft is permanently transferred from one Operating Organisation to another, the transferring Operating Organisation shall ensure that the continuing airworthiness records referred to in NLD-MAR M.A.305 and the aircraft technical log system referred to in NLD-MAR M.A.306, are also transferred.
- (b) When the Operating Organisation contracts the continuing airworthiness management tasks to a CAMO, the Operating Organisation shall ensure that the continuing airworthiness records referred to in NLD-MAR M.A.305 are transferred to that contracted CAMO.
- (c) The time periods for the retention of records set out in NLD-MAR M.A.305(e) shall continue to apply to the new Operating Organisation or CAMO.

SUBPART D – MAINTENANCE STANDARDS

M.A.401 Maintenance data

Refer to **NLD-MAR** 145.A.45.

M.A.402 Performance of maintenance

NOT APPLICABLE – see **NLD-MAR** 145.

M.A.403 Aircraft defects

- (a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight.
- (b) Only the authorised certifying staff, according to **NLD-MAR** 145 can decide, using **NLD-MAR** 145.A.45 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL and CDL, when existing, are used by the pilot or by the authorised certifying staff.
- (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 and within any limits specified in the maintenance data or the MEL.
- (d) Any defect not rectified before flight shall be recorded in the aircraft continuing airworthiness record system referred to in **NLD-MAR** M.A.305 and in the aircraft technical log system referred to in **NLD-MAR** M.A.306.

SUBPART E – COMPONENTS

M.A.501 Classification and installation

- (a) All components shall be classified into the following categories:
 - (1) Components which are in a satisfactory condition, released on an MAA-NLD Form 1 (referred to in Appendix II to NLD-MAR M) or equivalent and marked in accordance with Subpart Q of NLD-MAR 21, unless otherwise specified in NLD-MAR 21.A.307, in NLD-MAR M.A.502 or in NLD-MAR 145;
 - (2) Unserviceable components, refer to NLD-MAR 145.A.42(a)(ii);
 - (3) Uns salvageable components, refer to NLD-MAR 145.A.42(a)(iii);
 - (4) Standard parts, refer to NLD-MAR 145.A.42(a)(iv);
 - (5) Raw and consumable material, refer to NLD-MAR 145.A.42(a)(v).
- (b) Components, standard parts and 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) and the applicable maintenance data specifies the particular component, standard part or material.

M.A.502 Component maintenance

- (a) The maintenance of components requiring an MAA-NLD Form 1 in accordance with NLD-MAR 21.A.307 shall be performed by maintenance organisations approved in accordance with NLD-MAR 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 maintenance organisation approved in accordance with NLD-MAR 145. Such maintenance shall be performed in accordance with the aircraft maintenance data or in accordance with the component maintenance data if agreed by the MAA-NLD. Such aircraft maintenance organisation 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. Component maintenance performed in accordance with this point shall not be eligible for the issuance of an MAA-NLD Form 1 and shall be subject to the aircraft release requirements provided for in NLD-MAR 145.A.50.
- (c) By derogation to point (a), where a component is fitted to the engine or Auxiliary Power Unit (APU), the maintenance of such component may be performed by an engine maintenance organisation approved in accordance with NLD-MAR 145. Such maintenance shall be performed in accordance with provisions of point (f) of Appendix II to NLD-MAR 145.
- (d) NOT APPLICABLE.
- (e) NOT APPLICABLE.

M.A.503 Life-limited parts and time-controlled components

- (a) Installed life-limited parts and time-controlled components shall not exceed the approved limitation as specified in the AMP and ADs, except as provided for in **NLD-MAR** M.A.504(b).
- (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.504 Segregation of components

- (a) Unserviceable and unsalvageable components shall be segregated from serviceable components, standards parts and materials.
- (b) Unsalvageable components, refer to **NLD-MAR** 145.A.42(c)(ii).

SUBPART F – MAINTENANCE ORGANISATION

NOT APPLICABLE.

**SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION
(CAMO)**

NOT APPLICABLE – See **NLD-MAR** CAMO.

SUBPART H – CERTIFICATE OF RELEASE TO SERVICE (CRS)

NOT APPLICABLE – See **NLD-MAR** 145.

SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)

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 in accordance with MAA-NLD 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:
 - (1) has had its airworthiness continuously managed by an organisation approved in accordance with NLD-MAR CAMO;
 - (2) has been maintained by a maintenance organisation approved in accordance with NLD-MAR 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 in accordance with NLD-MAR CAMO.A.125(e) and subject to compliance with point (j):
 - (1) issue a MARC in accordance with NLD-MAR M.A.901;
 - (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 MAA-NLD upon satisfactory assessment based on a recommendation made by a CAMO appropriately approved in accordance with NLD-MAR CAMO.A.125(e)(2), sent together with the application from the Operating Organisation/CAMO. This recommendation shall be based on an airworthiness review carried out in accordance with NLD-MAR M.A.901.
- (e) NOT APPLICABLE.
- (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 MAA-NLD or another CAMO has issued, for a period of 1 year each time.
- (g) Whenever circumstances reveal the existence of a potential risk to aviation safety, the MAA-NLD shall carry out the airworthiness review and issue the MARC itself. In addition, the MAA-NLD may carry out an airworthiness review at any time it considers it appropriate to do so.
- (h) NOT APPLICABLE.
- (i) Where the MAA-NLD issues the MARC itself in accordance with point (g) or after assessing the recommendation in accordance with NLD-MAR M.B.901, the Operating Organisation of the aircraft shall, where necessary for those purposes, provide the MAA-NLD with:

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- (1) any documentation required by the **MAA-NLD**;
 - (2) suitable accommodation at the appropriate location for its personnel;
 - (3) the support of the certifying staff.
- (j) A MARC shall not be issued, nor extended if there is evidence or indications that the aircraft is not airworthy.
- (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:
- (1) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded;
 - (2) the flight manual is applicable to the aircraft configuration and reflects the latest revision status;
 - (3) all the maintenance due on the aircraft pursuant to the approved AMP has been carried out;
 - (4) all known defects have been corrected or, when applicable, carried forward in a controlled manner; in accordance with **NLD-MAR M.A.403**;
 - (5) all applicable ADs have been applied and properly registered;
 - (6) all modifications and repairs applied to the aircraft have been registered and are in compliance with **NLD-MAR M.A.304**;
 - (7) all life-limited parts and time-controlled components installed on the aircraft are properly identified, registered and have not exceeded their limitation;
 - (8) all maintenance has been released by an approved **NLD-MAR 145** maintenance organisation;
 - (9) the current mass and balance statement reflects the current configuration of the aircraft and is valid;
 - (10) the aircraft complies with the latest revision of its type design approved by the **MAA-NLD**;
 - (11) if required by the **MAA-NLD**, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with Subpart I of **NLD-MAR 21**.
 - (12) if required by the **MAA-NLD**, the current symmetry report reflects the configuration of the aircraft and is valid.
- (l) The airworthiness review of the aircraft shall include a physical survey of the aircraft. For that survey, Airworthiness Review Staff (ARS) not appropriately qualified in accordance with **NLD-MAR 66** shall be assisted by such qualified staff.
- (m) Through the physical survey of the aircraft, the ARS shall ensure that:
- (1) all required markings and placards are properly installed;
 - (2) the aircraft complies with its approved flight manual;

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- (3) the aircraft configuration complies with the approved documentation;
- (4) no evident defect can be found that has not been addressed in accordance with **NLD-MAR M.A.403**;
- (5) no inconsistencies can be found between the aircraft and the documented review of records referred to in point (k).
- (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.
- (o) The MARC (**MAA-NLD** Form 15b) or the recommendation for the issue of the MARC by the **MAA-NLD** (**MAA-NLD** Form 15a) referred to in Appendix III to **NLD-MAR M** can only be issued:
 - (1) by authorised ARS on behalf of the approved organisation;
 - (2) if the airworthiness review has been completely carried out.
- (p) A copy of any MARC issued or extended for an aircraft shall be sent to the **MAA-NLD** within 10 days.
- (q) Airworthiness review tasks shall not be subcontracted.
- (r) Should the outcome of the airworthiness review be inconclusive, the organisation having carried out the review shall inform the **MAA-NLD** 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.
- (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 and accepted by the **MAA-NLD**.

M.A.902 Validity of the MARC

- (a) A MARC becomes invalid if:
 - (1) surrendered, suspended or revoked; or
 - (2) the Military Certificate of Airworthiness is suspended or revoked; or
 - (3) the aircraft is removed from the military aircraft register of the **MAA-NLD**; or
 - (4) the (Military) Type Certificate under which the Military Certificate of Airworthiness was issued is suspended or revoked.
- (b) An aircraft shall not fly if the Military Certificate of Airworthiness is invalid or if:
 - (1) the continuing airworthiness of the aircraft or any component fitted to the aircraft does not meet the requirements of **NLD-MAR M**; or
 - (2) the aircraft does not remain in conformity with the type design approved by the **MAA-NLD**; or

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- (3) the aircraft has been operated beyond the limitations of the approved flight manual or the Military Certificate of Airworthiness, without appropriate action being taken; or
 - (4) the aircraft has been involved in an accident or incident that affects the airworthiness of the aircraft, without subsequent appropriate action to restore airworthiness; or
 - (5) a modification or repair is not in compliance with **NLD-MAR M.A.304**.
- (c) Upon surrender or revocation, the MARC shall be returned to the **MAA-NLD**.

M.A.903 Transfer of aircraft registration within the EU

TO BE ADDED LATER, IF REQUIRED

M.A.904 Airworthiness review of aircraft imported into the EU

TO BE ADDED LATER, IF REQUIRED

M.A.905 Findings

- (a) A level 1 finding is any finding of significant non-compliance with the requirements of **NLD-MAR M**, which lowers the safety standard and seriously endangers flight safety.
- (b) A level 2 finding is any finding of non-compliance with the requirements of **NLD-MAR M** which may lower the safety standard and may endanger the flight safety.
- (c) After receipt of notification of findings according to **NLD-MAR M.B.903**, the Operating Organisation/CAMO shall define a corrective action plan and demonstrate corrective action to the satisfaction of the **MAA-NLD** within a period agreed with this authority including appropriate corrective action to prevent reoccurrence of the finding and eliminate its root cause.
- (d) The Operating Organisation/CAMO shall consider the potential for non-compliance in other aircraft under its responsibility and take appropriate action in accordance with **NLD-MAR M.A.905(c)**.

SECTION B - PROCEDURES FOR THE MAA-NLD

SUBPART A – GENERAL

M.B.101 Scope

This Section establishes the administrative regulations to be followed by the MAA-NLD in charge of the application and the enforcement of Section A of NLD-MAR M.

M.B.102 Military Aviation Authority – The Netherlands

(a) General

The Netherlands as participating Member State shall designate its MAA-NLD with allocated responsibilities for the issuance, suspension or revocation of military certificates and for the oversight of continuing airworthiness.

The MAA-NLD shall establish documented procedures and an organisational structure.

(b) Resources

The number of staff shall be appropriate to carry out the requirements as detailed in this Section B.

(c) Qualification and training

All staff involved in activities dealing with NLD-MAR M shall be appropriately qualified and have appropriate knowledge, experience, initial training and continuation training to perform their allocated tasks.

(d) Procedures

The MAA-NLD shall establish procedures detailing how compliance with NLD-MAR M is accomplished.

The procedures shall be reviewed and amended to ensure continued compliance.

M.B.103 Findings and enforcement measure – persons

NOT APPLICABLE.

M.B.104 Record-keeping

(a) The MAA-NLD shall establish a system of record-keeping, that allows adequate traceability of the process to issue, suspend or revoke each military certificate.

(b) The records for the oversight of NLD-MAR M approved organisations shall include as a minimum:

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1. the application for an organisation approval; and
 2. the organisation approval certificate including any changes; and
 3. a copy of the audit programme listing the dates when audits are due and when audits were carried out; and
 4. the MAA-NLD continued oversight records including all audit records; and
 5. copies of all relevant correspondence; and
 6. details of any exemption and enforcement actions; and
 7. any report from other authorities relating to the oversight of the organisation;
 8. Organisation Exposition and amendments; and
 9. copy of any other document directly approved by the MAA-NLD.
- (c) The retention period for the paragraph (b) records shall be at least four years.
- (d) The minimum records for the oversight of each aircraft shall include, at least, a copy of:
1. the Military Certificate of Airworthiness;
 2. Military Airworthiness Review Certificates;
 3. Airworthiness review recommendations issued by CAMO;
 4. the reports from the airworthiness reviews carried out directly by the MAA-NLD;
 5. all relevant correspondence relating to the aircraft;
 6. details of any exemption and enforcement action(s);
 7. any document approved by the MAA-NLD pursuant to NLD-MAR M.
- (e) The records specified in point (d) shall be retained until 2 years after the aircraft has been permanently withdrawn from service.
- (f) NOT APPLICABLE.
- (g) The records shall be stored in a manner that ensures protection from damage, alteration and theft.

M.B.105 Mutual exchange of information

- (a) If applicable (refer to EMAD R for the exchange of information between NMAAs), in order to contribute to the improvement of air safety, the NMAAs shall participate in a mutual exchange of all necessary information.
- (b) If applicable (refer to EMAD R for the exchange of information between NMAAs), without prejudice to the competencies of the pMSs, in the case of a potential safety threat involving several pMSs, the concerned NMAAs shall assist each other in carrying out the necessary oversight action.

SUBPART B – ACCOUNTABILITY

M.B.201 Responsibilities

The **MAA-NLD** is responsible for conducting audits, inspections and investigations in order to verify that the requirements of **NLD-MAR M** are complied with.

M.B.202 Information to other NMAAs

- (a) NOT APPLICABLE.
- (b) If applicable (refer to EMAD R for the exchange of information between NMAAs), the **MAA-NLD** shall exchange any safety-significant information stemming from the occurrence reports with other concerned NMAAs.

SUBPART C – CONTINUING AIRWORTHINESS

M.B.301 Aircraft Maintenance Programme (AMP)

- (a) The MAA-NLD shall verify that the AMP is in compliance with NLD-MAR M.A.302.
- (b) Unless stated otherwise in NLD-MAR M.A.302(c), the AMP and its amendments shall be approved directly by the MAA-NLD. The MAA-NLD shall have access to all the data required by NLD-MAR M.A.302(d), (e) and (f).
- (c) In the case of indirect approval as provided in NLD-MAR M.A.302(c), the MAA-NLD shall approve the AMP approval procedure of the CAMO through that organisation's exposition referred to in NLD-MAR CAMO.A.300.

M.B.302 Exemptions

All exemptions granted shall be recorded and retained by the MAA-NLD.

M.B.303 Aircraft Continuing Airworthiness Monitoring (ACAM)

- (a) The MAA-NLD shall develop a survey programme on a risk-based approach to monitor the airworthiness status of the fleet of aircraft on its register.
- (b) The survey programme shall include sample product surveys of aircraft and shall cover all aspects of airworthiness key risk elements.
- (c) The product survey shall sample the airworthiness standards achieved, on the basis of the applicable requirements, and identify any findings.
- (d) Any findings identified shall be categorised against the requirements of NLD-MAR M and confirmed in writing to the Operating Organisation accountable according to NLD-MAR M.A.201. The MAA-NLD shall have a process in place to analyse findings for their safety significance.
- (e) The MAA-NLD shall record all findings and closure actions.
- (f) If during aircraft surveys evidence is found showing non-compliance with NLD-MAR M or with any other NLD-MAR, the finding shall be dealt with as prescribed by the relevant NLD-MAR.
- (g) If applicable (refer to EMAD R for the exchange of information between NMAAs), to ensure appropriate enforcement action, the MAA-NLD shall exchange information on non-compliances identified in accordance with point (f) with other NMAAs.

M.B.304 Revocation and suspension of a MARC

The MAA-NLD shall:

- (a) suspend a MARC on reasonable grounds in the case of a potential safety threat; or

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- (b) suspend or revoke a MARC pursuant to NLD-MAR M.B.903(1).

M.B.305 Aircraft technical log system

- (a) The MAA-NLD shall approve the initial aircraft technical log system required by NLD-MAR M.A.306.
- (b) To enable the organisation to implement changes to the aircraft technical log system without prior MAA-NLD approval, the MAA-NLD shall approve the relevant procedure referred to in NLD-MAR CAMO.A.300(c).

SUBPART D – MAINTENANCE STANDARDS

To be developed as appropriate.

SUBPART E – COMPONENTS

To be developed as appropriate.

SUBPART F – MAINTENANCE ORGANISATION

NOT APPLICABLE.

**SUBPART G – CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION
(CAMO)**

NOT APPLICABLE – See **NLD-MAR** CAMO

SUBPART H – CERTIFICATE OF RELEASE TO SERVICE (CRS)

NOT APPLICABLE.

SUBPART I – MILITARY AIRWORTHINESS REVIEW CERTIFICATE (MARC)

M.B.901 Assessment of recommendations

Upon receipt of an application and associated MARC recommendation in accordance with **NLD-MAR M.A.901**:

- (a) appropriately qualified personnel of the **MAA-NLD** shall verify that the compliance statement contained in the recommendation demonstrates that a complete airworthiness review in accordance with **NLD-MAR M.A.901** has been carried out.
- (b) the **MAA-NLD** shall investigate and may request further information to support the assessment of the recommendation.

M.B.902 Airworthiness review by the **MAA-NLD**

- (a) When the **MAA-NLD** carries out the airworthiness review and issues the MARC (**MAA-NLD** Form 15a), the **MAA-NLD** shall carry out an airworthiness review in accordance with **NLD-MAR M.A.901**.
- (b) The **MAA-NLD** shall have appropriate ARS to carry out the airworthiness reviews.
 - 1. Such staff shall have:
 - (i) acquired at least 5 years' experience in continuing airworthiness;
 - (ii) acquired an appropriate MAML in compliance with **NLD-MAR 66** or an aeronautical degree or equivalent;
 - (iii) received formal aeronautical maintenance training;
 - (iv) held a position with appropriate responsibilities.Notwithstanding points (b)1(i) to (iv) above, the requirement laid down in point (b)1(ii) may be replaced by five years of experience in continuing airworthiness additional to those already required by point (b)1(i).
 - 2. NOT APPLICABLE.
- (c) The **MAA-NLD** shall maintain a record of all ARS which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training.
- (d) The **MAA-NLD** shall have access to the applicable data as specified in **NLD-MAR M.A.305**, **NLD-MAR M.A.306** and **NLD-MAR 145.A.45** in the performance of the airworthiness review.
- (e) The staff that carries out the airworthiness review shall issue an **MAA-NLD** Form 15a after satisfactory completion of the airworthiness review.

M.B.903 Findings

If during aircraft surveys, or by other means, evidence is found showing non-compliance to an **NLD-MAR M** requirement, the **MAA-NLD** shall take the following actions:

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1. for level 1 findings, the MAA-NLD shall require appropriate corrective action to be taken before further flight and immediate action shall be taken by the MAA-NLD to revoke or suspend the MARC;
2. for level 2 findings, the corrective action required by the MAA-NLD shall be appropriate to the nature of the finding.

M.B.904 Exchange of information

TO BE ADDED LATER, IF REQUIRED

Appendix I – Continuing Airworthiness Management Contract

1. When an Operating Organisation contracts a CAMO in accordance with **NLD-MAR M.A.201** to carry out continuing airworthiness management tasks, upon request by the **MAA-NLD** a copy of the contract shall be sent by the Operating Organisation to the **MAA-NLD** once it has been signed by both parties.
2. The contract shall be developed taking into account the requirements of **NLD-MAR M** and shall define the obligations of the signatories in relation to the management of the continuing airworthiness of the aircraft.
3. It shall contain as a minimum the following information:
 - aircraft registration(s), aircraft type/model and aircraft serial number(s);
 - aircraft Operating Organisation details including the address;
 - details of the contracted CAMO including the address.

4. It shall state the following:

The Operating Organisation entrusts the CAMO with the management of the continuing airworthiness of the aircraft, the development of an Aircraft Maintenance Programme (AMP) that shall be approved by the **MAA-NLD**, and the organisation of the maintenance of the aircraft according to said AMP.

According to the present contract, both signatories undertake to follow the respective obligations of this contract.

The Operating Organisation declares, to the best of its knowledge that all the information given to the CAMO concerning the continuing airworthiness of the aircraft is and will be accurate and that the aircraft will not be altered without prior approval of the CAMO.

In case of any non-conformity with this contract, by either of the signatories, the contract will become null. In such a case, the Operating Organisation will retain full responsibility for every task linked to the continuing airworthiness of the aircraft and the Operating Organisation will inform the **MAA-NLD** within 2 weeks about such non-conformity with the contract.

5. When an Operating Organisation contracts a CAMO in accordance with **NLD-MAR M.A.201** the obligations of each party shall be assigned as follows:

5.1 Obligations of the CAMO:

1. have the aircraft type/model in its terms of approval;
2. respect the conditions listed below with regard to maintaining the continuing airworthiness of the aircraft:
 - (a) develop an AMP for the aircraft, including any reliability programme developed, if applicable;
 - (b) NOT APPLICABLE;
 - (c) organise the approval of the AMP;

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- (d) once it has been approved, provide the Operating Organisation with a copy of the AMP;
- (e) organise a bridging inspection of the aircraft to comply with the new AMP by taking into account the previous AMP;
- (f) organise for all maintenance to be carried out by an approved maintenance organisation;
- (g) organise for all applicable ADs to be applied;
- (h) organise for all defects discovered during scheduled maintenance, airworthiness reviews or reported by the Operating Organisation to be rectified by an approved maintenance organisation;
- (i) coordinate scheduled maintenance, the application of ADs, the replacement of life-limited parts, and component inspection requirements;
- (j) inform the Operating Organisation each time the aircraft shall be brought to an approved maintenance organisation;
- (k) manage all technical records;
- (l) archive all technical records.

3. organise the approval of any modification to the aircraft in accordance with **NLD-MAR 21** before it is carried out;

4. organise the approval of any repair to the aircraft in accordance with **NLD-MAR 21** before it is carried out;

5. inform the **MAA-NLD** whenever the aircraft is not presented to the approved maintenance organisation by the Operating Organisation as requested by the CAMO;

6. inform the **MAA-NLD** whenever the present contract is not respected;

7. ensure that the airworthiness review of the aircraft is carried out when necessary, and ensure that the Military Airworthiness Review Certificate (MARC) is issued or a recommendation is sent to the **MAA-NLD**;

8. send within 10 days a copy of any MARC issued or extended, to the **MAA-NLD**;

9. carry out all applicable mandated occurrence reporting;

10. inform the **MAA-NLD** when the contract is denounced by either party.

5.2. Obligations of the Operating Organisation:

- 1. have a general understanding of the approved AMP;
- 2. have a general understanding of **NLD-MAR M**;
- 3. present the aircraft to the approved maintenance organisation agreed with the CAMO at the due time designated by the CAMO's request;
- 4. not modify the aircraft without first consulting the CAMO;
- 5. inform the CAMO of all maintenance exceptionally carried out without the knowledge and control of the CAMO;

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6. report all defects found during operations to the CAMO through the aircraft technical log system;
 7. inform the **MAA-NLD** whenever the present contract is denounced by either party;
 8. inform the **MAA-NLD** and the CAMO whenever the aircraft is no longer operated by the Operating Organisation;
 9. carry out all applicable mandated occurrence reporting;
 10. inform on a regular basis the CAMO about the aircraft flying hours and any other utilisation data, as agreed with the CAMO;
 11. NOT APPLICABLE;
 12. NOT APPLICABLE.
6. NOT APPLICABLE.

Appendix II – Authorised Release Certificate MAA-NLD Form 1

MAA-NLD Form 1 published on MAA-NLD intranet and internet.

Appendix III – Military Airworthiness Review Certificate – MAA-NLD Form 15

MAA-NLD Forms 15a and 15b are published on MAA-NLD intranet and internet.

Appendix IV – Class and Rating System to be used for the Approval of Maintenance Organisations

NOT APPLICABLE – See **NLD-MAR** 145 Appendix II.

Appendix V – Maintenance Organisation certificate referred to in Subpart F

NOT APPLICABLE.

**Appendix VI – Continuing Airworthiness Management Organisation Approval
referred to in **NLD-MAR** Subpart G**

NOT APPLICABLE.

Appendix VII – Complex Maintenance Tasks

NOT APPLICABLE.

Appendix VIII – Limited Pilot-Owner Maintenance

NOT APPLICABLE.