



Continuing Airworthiness Information:

Hereunder you can find information to clarify the situation for aircraft during this COVID-19 period.

Aircraft are parked at different locations, and in many cases there is no maintenance support available. CAMOs or owners responsible for the continuing airworthiness should take the following into consideration:

1. Reminder about ARC and the exemption 2020-05 :

If the continuing airworthiness management or maintenance is no longer performed on an aircraft, the ARC cannot be extended as the aircraft is no longer considered airworthy. A derogation to extend certain maintenance tasks can be requested from the BCAA to ensure that the aircraft conforms again to its Maintenance Program. After this an extension of the ARC can be performed in accordance with the exemption.

2. Storage/parking :

If the aircraft is not used, ensure that the aircraft is parked or stored in accordance with the Type Certificate holder's maintenance data.

If this cannot be performed according to the maintenance data requirements, a support from the TC holder is needed to ensure a smooth return to service afterwards. The BCAA encourages the responsible for the continuing airworthiness to initiate this contact with the TC Holder as soon as possible.

If no support is received from TC holder, the BCAA should be informed.

3. Maintenance "priorities" :

Ensure a maintenance follow-up of the following priorities, depending on the availability of maintenance organization/maintenance personnel :

1st priority: performance of ADs and maintenance certification items (AWL, CMR, FAL).

2nd priority: performance of other maintenance tasks (not included in the "1st priority").

The objective is to keep the aircraft as much as possible in an airworthy condition.

4. Maintenance not performed on time :

If for an acceptable reason (no maintenance organization/maintenance personnel not available due to the outbreak or mitigation measures) some items listed in item 3 here-above cannot be performed in due time, the following possibilities exist:

- a) Perform all required maintenance before any flight ;



- b) Request for a Permit to Fly to position the aircraft at a maintenance facility that can perform all required maintenance. The procedure for requesting this PtoF can be found on our website but can be resumed as follows:
- i. For ***“1st priority”*** tasks that are not performed, flight conditions need to be requested at EASA or a properly approved DOA before requesting a PtoF at the BCAA.
 - ii. For ***“2nd priority”*** tasks that are not performed, the responsible for continuing airworthiness should take contact with the BCAA to see, case by case, if a derogation could be acceptable for certain tasks or if immediate actions are needed before any flight, or if a PtoF can be issued to ferry the aircraft.

Remark : The return to normal operation for all aircraft after this COVID-19 outbreak is under discussion between NAAs and EASA. We will keep you informed when we will receive additional information.