Chapter 2: Maintenance certification

2.0 The only compliant Release to Service statement is,

"Certifies that the work specified, except as otherwise specified, was carried out in accordance with the Air Navigation (Isle of Man) Order 2015 and in respect to that work, the aircraft/aircraft component is considered ready for release to service".

The following information provides differing scope of Base / Line.

CRS sample has given on the next page, please check the revision of form (MPM 1.16D/08) and use the latest revision from TDS.

2.1 Base Maintenance & Line Maintenance

1-EASA Part 145, (Issued by EASA or its member states)

or

2-FAR Part 145,

or

3-UK CAA Part 145, (Including UK CAA EASA approvals issued before 1st January 2021)

or

4- IOMAR AMO approval holder.

The Isle of Man Aircraft Registry identifies a generic "Class Validation" status to enable all approved maintenance organisations, stated above 1-3, working within the scope of a valid approval, to certify maintenance on Isle of Man registered aircraft. Pilots or other individual authorised by an approved maintenance organisation QA department, may exercise the privileges of their authorisation.

A CRS issued by a person internally authorised by a company of the standard accepted above will be issued in accordance with the Air Navigation (Isle of Man) Order 2015 statement above and **not** under the EASA approval to the Basic regulation; or the CFR 14 Part 43, or the UK system of regulation of AMOs. The annotation of the EASA, FAA, or UK approval number is required **for tracking only** and indicates the AMO continues to hold that approval.

However, as the aircraft will be certified in accordance with IOM legislation, the IOMAR may enhance or limit the scope, as detailed within the approved exposition on a case by case basis.

Using the company authorisation number on the form, and following the company MOE procedures, but must include as a minimum, signature, name, and the individuals issued company Authorisation number & date.

"The IOMAR does not therefore issue individual AMO approval certificates for those AMOs identified in the opening section 2.1, items 1-3"

IOMAR AMO Approval –item 4 – (there are no current holders of an IOMAR issued AMO approval) the organisation will issue the CRS and annotate the document with their IOMAR company issued approval number, and individuals will annotate, the method of individual identification as is applicable.

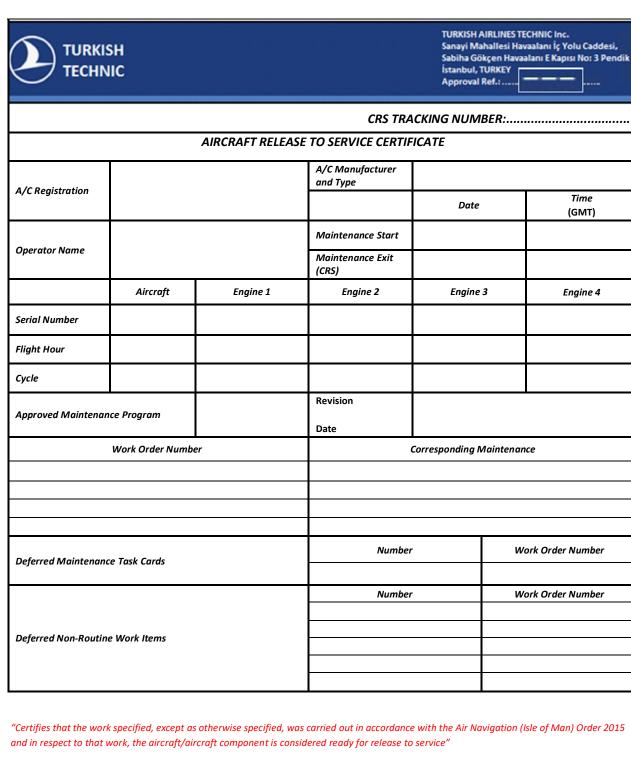
2.2 Line Maintenance & Defect Rectification Only

IOMAR Validated Engineer or Authorised Individual

The certifier must sign, print their name, date and append their current validation or authorisation number (as applicable) to each certificate.

Authorised individual can include pilots who meet the required standards and submission of the required evidence of form 64b.

End Chapter 2



FAA or EASA Approval should be stated here.

This Certificate corrects the error(s) in [corrected blocks name] of the Certificate [enter original tracking number] dated [enter original issuance date] and does not make any change for conformity/condition/release to service.

Certifying Staff				
Authorisation Number		Туре		Stamp and Signature
Name Surname		Location		