

In accordance with paragraph (2) Article 10 and paragraph (2) Article 114 of the Aviation Act ("Official Gazette of the Republic of North Macedonia No. 14/24) and in relation to Article 3 of Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo on the establishment of a European Common Aviation Area ratified with the Act of Ratification of Multilateral Agreement ("Official Gazette of the Republic of Macedonia No. 27/07, 98/09 and Official Gazette of the Republic of North Macedonia No.259/19), Civil Aviation Agency Director General enacted

## REGULATION ON AIRCRAFT MAINTAINANCE

### Article 1

This regulation prescribes the special requirements for maintenance of aircraft, aeronautical products, parts and appliances and obtaining relevant certificates as well as the form, content, record and procedure for issuing, renewal or modification.

### Article 2

(1) The special requirements for maintenance of aircraft, aeronautical products, parts and appliances and obtaining relevant certificates for meeting the requirements for aircraft maintenance are given in the Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91, amended by EU Regulation No. 2021/1087 (hereinafter: EU Regulation 2018/1139), which is accepted and directly applied in accordance with Article 2 of the Regulation for common basic safety rules related to the various activities in the field of civil aviation, and in accordance with the Commission Regulation (EU) No. 1321/2014 (parts M, 145, T, ML, CAMO and CAO) of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, amended by EU Regulations No. 2015/1088, 2015/1536, 2018/1142, 2019/1383, 2019/1384, 2020/270, 2020/1159, 2021/700, 2021/1963, 2022/410,

2022/1360, 2023/203 and 2023/989 (hereinafter: EU Regulation 1321/2014) which is accepted and directly applied, and is published on the Civil Aviation Agency web site (hereinafter: Agency).

(2) Additional airworthiness requirements for certain type of operations are given in the Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012, amended by EU Regulations No. 2019/133, 2020/1159, 2021/97 and 2022/1254 (hereinafter: EU Regulation No. 2015/640) which is accepted and directly applied, and is published on the Agency web site.

(3) By way of derogation from paragraphs (1) and (2) of this Article, for aircraft covered by Annex I of the EU Regulation 2018/1139 (hereinafter: Annex I aircraft), except for ultralight aircraft (microlight) and motorized wings and free flying wings, the maintenance of aircraft, aeronautical products, parts and appliances and obtaining the relevant certificates for meeting the requirements for Annex I aircraft maintenance are given in the Annex, which is an integral part of this Regulation.

### Article 3

(1) The operator of an aircraft which is used as a state and civil aircraft and which is entered in the Civil Aircraft Register of the Republic of North Macedonia has to ensure at all times that in the aircraft technical logbook is visible whether the aircraft is currently used for state or civil activities.

(2) When the aircraft referred to in paragraph (1) of this Article is used for civil flight, the aircraft operator should record each start and end of those activities in the aircraft's technical logbook.

(3) Before any use for civil activities of the aircraft referred to in paragraph (1) of this Article, the aircraft operator should confirm that the aircraft has been checked and that it meets the requirements of Part M of the EU Regulation 1321/2014, i.e., of the Annex to this Regulation in case it is an Annex I aircraft, by recording the check in the aircraft's technical logbook.

### Article 4

(1) During the implementation of the provisions from this Regulation, certain terms have the following meaning:

1. EASA means the European Union Aviation Safety Agency;
2. National aviation authority, competent authority, competent authority of Member States shall be interpreted, if applicable, as the Civil Aviation Agency.
3. Annex I aircraft are aircraft listed in Annex I of the EU Regulation 2018/1139 that are not under the jurisdiction of EASA, and

4. An aircraft expert is a person who, based on his professional qualifications and experience, performs the work related to the design and evaluation of the design for the Annex I aircraft, the production, modification, repair and development of the technical documentation.

(2) The terms Community, Community Law, Community Legislation, Community Instruments, EC Treaty, Community Airport, Official Journal of the European Communities, Official Journal of the European Union), Community Air Carrier and Member State(s) that are used in the EU Regulations 2018/1139, 1321/2014 and 2015/640 are read in accordance with the paragraphs 2 and 3 of Annex II of the Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, the Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo on the establishment of a European Common Aviation Area ratified with the Act for Ratification on Multilateral Agreement ("Official Gazette of the Republic of Macedonia No. 27/07 and 98/09 and "Official Gazette of the Republic of North Macedonia" No.259/19).

(3) Other terms during the implementation of this Regulation shall have the meaning established in the EU Regulation 2018/1139, 1321/2014 and 2015/640, unless otherwise established by paragraphs (1) and (2) of this Article.

## Article 5

(1) During the implementation of the EU Regulation 1321/2014 and its amendments from Article 2 of this Regulation, the Decisions 2003/012/RM, 2015/029/R, 2016/011/R, 2019/009/R and 2020/002/R of the EASA Executive Director that enclose Acceptable Means of Compliance – AMC and Guidance Material – GM in reference to maintenance of continuing airworthiness, are used including their amendments referring to those EU Regulations, published on the EASA website, accepted and directly applied.

(2) When applying EU Regulation 2015/640 and its amendments from Article 2 of this Regulation, the Decision 2022/019/R of the Executive Director of EASA is used, which contains the CS – 26 - Additional airworthiness specifications for operations, including its amendments that refer to those EU Regulations, published on the EASA website, accepted and directly applied.

## Article 6

(1) In order to obtain the certificates for meeting the requirements for aircraft maintenance, an application is submitted to the Agency with proof of paid

administrative tax, proof of paid fee according to the Agency Tariff Regulation and proof of complying with the requirements from Article 2 of this Regulation.

(2) The form, content, record and procedure for issuing, renewal or modification of the relevant certificates from Article 2 of this Regulation are given in EU Regulation 1321/2014 Annex I Part M, Annex II Part 145, Annex Va (Part-T), Annex Vb (Part-ML), Annex Vc (Part-CAMO), Annex Vd (Part-CAO) and in the Annex to this Regulation.

(3) The principle of subsidiarity in terms of the provisions of the Law on General Administrative Procedure shall apply to the procedures for obtaining the certificates referred to in Article 2 of this Regulation, unless otherwise specified in the EU Regulation 1321/2014 or Annex to this Regulation.

(4) By way of derogation from paragraph (3) of this Article, evidence for compliance with the prescribed requirements can also be submitted in English language in the procedures provided for in this Regulation.

(5) By way of derogation from paragraph (3) of this Article, the administrative procedures for issuing, renewal or modification of the certain certificates referred to in Article 2 of this Regulation shall be completed as soon as possible and no later than three months as of the day of their initiation.

(6) The deadline referred to in paragraph (5) of this Article shall start to expire as of the day when the complete documentation is submitted for particular application, for which the Agency will inform the applicant.

## Article 7

(1) Aircraft maintenance organizations that hold a valid certificate for aircraft maintenance organizations issued in accordance with the Aircraft Maintenance Regulations ("Official Gazette of the Republic of Macedonia" No. 291/21) should comply with the provisions of this Regulation, within one year from the date of entry into force of this regulation.

(2) The provisions of the EU Regulation 2023/203 from paragraph 1 of Article 2 of this regulation, amending the EU Regulation 1321/2014, shall begin to apply from 22 February 2026.

## Article 8

On the day of enter into force of this Regulation, the Aircraft Maintenance Regulation ("Official Gazette of the Republic of North Macedonia" No. 291/21) shall cease to be valid.

## Article 9

This Regulation shall enter into force on the day following its publication in the "Official Gazette of the Republic of North Macedonia".

No. 10-662/1

Director General

21 May 2024

Civil Aviation Agency

Skopje

Tomislav Tuntev Ph.D.

## ANNEX I AIRCRAFT MAINTAINANCE

1. The owner/operator of the Annex I aircraft is obliged to ensure that the work related to their maintenance and repair is carried out in accordance with:
  - the aircraft and components manufacturer available instructions;
  - the maintenance and repair requirements for a certain aircraft that is manufactured using related production technology and
  - the instructions issued by the Agency.

If the Annex I aircraft is manufactured according to its own design, draft and calculations, using raw material, semi-finished products, devices and equipment and parts of existing aircraft, the owner/operator of the Annex I aircraft is obliged to submit to the Agency a request for obtaining consent for the maintenance requirements for that aircraft verified by an aircraft expert.

If an Annex I aircraft is produced by modifying an existing aircraft, the owner/ operator of the Annex I aircraft is obliged to ensure that the work related to its maintenance and repair is carried out in accordance with the instructions of the manufacturer of the aircraft whose modification created the Annex I aircraft, or with the instructions of the organization or persons who prepared the project according to which the modification was carried out, especially taking into account the modifications of the Annex I aircraft, the installed devices and equipment and their impact on the maintenance work.

If the requirements from paragraph 2 of this item and the instructions from paragraph 3 of this item do not exist, the owner i.e., operator of the Annex I aircraft is obliged to propose conditions for the maintenance and repair of the Annex I aircraft, verified by an aircraft expert.

The person or organization performing the maintenance are only responsible for the work performed.

2. Annex I aircraft must be maintained in accordance with the Maintenance Program approved by the Agency.

The maintenance program for Annex I aircraft must be developed based on the available experiences and conditions (aircraft manufacturers manuals, components, manuals prepared by the operator, etc.) from the period of use, i.e., examination of the aircraft, and if they are not available, the Annex I Aircraft Maintenance Program is developed under the supervision of an aircraft expert.

The Annex I Aircraft Maintenance Program includes regular checks taking into account the overflight, the number of flights and calendar deadlines.

The Maintenance Program defines the scope of work that can be performed independently by a natural person who has a valid maintenance license or aircraft pilot licence.

The Annex I Aircraft Maintenance Program contains data on components that have a limited-service life, repair or testing determined by the manufacturer or the Agency.

By way of derogation, an Annex I Aircraft Maintenance Program may be approved for all Annex I aircraft of a particular type or for a group of related Annex I aircraft and then acceptable for all Annex I aircraft of that type or group, provided that amendments to the individual Annex I aircraft are not such as to require changes to the program.

3. Annex I aircraft may be released to service if a Certificate of Technical Maintenance has been issued after the maintenance work has been carried out and if it has been established that the maintenance work has been correctly carried out by:
  - a) appropriate personnel performing certification on behalf of maintenance organizations approved in accordance with item 5 of this Annex;
  - b) personnel performing certification on the basis of appropriate written authorizations in the valid maintenance licence of Annex I aircraft, except for complex maintenance work, which are performed in accordance with item a) of this paragraph; or
  - c) pilot-owner for works for which he has approval under an approved Maintenance Program.

By way of derogation from line a) paragraph 1 of this item, in unforeseen situations, when the aircraft is grounded in a place where there are no appropriate approved maintenance organizations approved in accordance with item 5 of this Annex and there is no appropriate personnel authorized to maintain Annex I aircraft, the owner may authorize any person, who has a minimum of three years of relevant experience in maintaining aircraft of a similar type and an appropriate qualification in accordance with Part 66 of EU Regulation 1321/2014 to perform maintenance-related work in accordance with item 1 of this Annex and to release to service.

In case of unforeseen situations from paragraph 2 of this item, the owner must:

- obtain and keep in the records of the aircraft details of the overall work and the qualification of the persons who issued the certificate;

- to provide such maintenance, at the latest within seven days from the day of the performed works, check and release to service Annex I aircraft in accordance with paragraph 1 of this item; and
  - to notify the Agency for granting an authorization to issue the certificate, within seven days from the day of granting the authorization to that person.
4. The Certificate of Technical Maintenance must be entered in the technical book.

The Certificate of Technical Maintenance contains:

- a) performed maintenance basic data;
- b) date when the maintenance was completed;
- c) organization and/or persons identity issuing the Certificate of Technical Maintenance, which includes:
  - the reference number of the Maintenance Organization Certificate approved in accordance with item 5 of this Annex, and
  - the authorized personnel who perform certification for the issuance of a Certificate of Technical Maintenance and
- d) limitation of the airworthiness or the operations, if any.

The Certificate of Technical Maintenance is not issued if there is any known non-conformity that endangers flight safety.

5. To obtain an Annex I aircraft Maintenance Certificate, the aircraft maintenance organization must have:
- a) an established organizational structure appropriate to the required authorization for performing the works related to the maintenance of Annex I aircraft, with a clear distribution of competences and responsibilities,
  - b) a sufficient number of professional personnel authorized to maintain Annex I aircraft for which approval is requested,
  - c) procedure for performing the required scope of work,
  - d) necessary tools, equipment and premises for performing the required scope of work, and
  - e) manual for the aircraft maintenance organization, approved by the Agency.
6. The manual from line e) point 5 of this Annex must contain:
- a statement, signed by the aircraft maintenance organization accountable manager, which confirms that the manual and the remaining accompanying manuals, to which it refers, enable the organization's constant compliance with the provisions of this Annex. If the corresponding manager is not the



main manager at the same time, the responsible manager and the main manager jointly sign the statement;

- security and quality policy of the organization;
- titles and personal names of the appointed persons;
- organizational chart;
- list of authorized personnel;
- general description of human resources;
- a general description of the facilities at each address specified in the maintenance certificate;
- specification of the scope of the organization's work, which refers to the scope of the certificate;
- procedure for reporting changes in the organization;
- procedure in which the manual of the organization is changed;
- a list of operators, if applicable, to which the organization provides services related to aircraft maintenance;
- list of subcontracting organizations, if applicable;
- list of line stations, if applicable;
- a suitable list of organizations with which they have concluded an agreement.

7. The Annex I aircraft maintenance certificate is issued for an unlimited period and is valid under the condition that:

- a) the legal entity complies with the requirements prescribed by this Annex,
- b) the Agency has access, for the purpose of determining the permanent compliance with the provisions of this Annex, and
- c) that the Certificate for Maintenance of Annex I aircraft has not been abandoned or has not been suspended or revoked.

8. During the manufacture, repair, modification and maintenance of Annex I aircraft, a certified component (new or used) that does not have a certificate of readiness for use may be installed in the aircraft.

Apart from the certified ones, non-certified components as well as other equipment adapted for the use of Annex I aircraft can be installed in Annex I aircraft.

During the development of the project, as well as during the production, repair, modification and maintenance of Annex I aircraft, for the components for

which the aircraft parts are not certified, it is necessary to prove the eligibility for their use.

9. The owner/operator, of the Annex I aircraft is obliged to ensure monitoring and application of the airworthiness directive and service letters (bulletins) published by the aviation authorities of the member states of the European Union, Switzerland, Norway, Iceland, Liechtenstein, the United States of America, Canada and Australia.

An airworthiness directive issued by the Agency may refer to an aircraft or to components installed in an Annex I aircraft.

The airworthiness directive issued by the Agency may also apply to aircraft and to the non-certified components that are incorporated into Annex I aircraft.

The owner/operator, of the Annex I aircraft of is obliged to implement the airworthiness directive and service letters (bulletins) that the manufacturer of the Annex I aircraft has designated as mandatory for that Annex I aircraft or for components installed therein.

10. The application for issuing a permit to fly for Annex I aircraft contains:

- a) the purpose of flight;
- b) areas in which the aircraft is not in compliance with the prescribed airworthiness requirements, and
- c) flight conditions approved by the Agency.

The permit to fly for Annex I aircraft is issued by the Agency based on a request submitted by the owner or operator of Annex I aircraft.

The permit to fly from paragraph 2 of this item is issued for:

- a) development of a new type of aircraft;
- b) proof of compliance with the prescribed requirements or project requirements (certification)
- c) production inspection during flight of the newly manufactured aircraft;
- d) flying the aircraft whose production is in progress, between production facilities;
- e) flying the aircraft due to its acceptance by the operator;
- f) delivery or export of the aircraft;
- g) flying the aircraft for the purpose of airworthiness inspection;
- h) market research, including staff training;
- i) exhibitions and air shows;

- j) operating the aircraft to the place of maintenance or airworthiness review or to the place of storage;
- k) operating the aircraft with a mass greater than its maximum approved take-off mass, for flights that are distant from the usual overflights over water surfaces or land, where adequate landing infrastructure is not provided or where adequate fuel is not available.
- l) setting records, competition in aircraft and similar competition;
- m) flying the aircraft that meets airworthiness requirements, before it is established that the requirements for environmental protection are also met; or
- n) recreational flying of certain non-complex aircraft or types of aircraft, for which the certificate of airworthiness is not appropriate.

The permit to fly states the purpose of the flight and all the conditions and restrictions that are approved according to item 11 of this Annex.

If it is determined that some of the requirements from point 11 of this Annex are not met, the permit to fly is revoked.

11. The flight conditions from line c) paragraph 1 of point 10 this Annex include:

- a) configuration for which a permit to fly is required;
- b) all requirements or restrictions necessary for the safe use of Annex I aircraft, including:
  - requirements or restriction of the route/airspace required for flight;
  - requirements and restrictions that apply to the crew when operating an Annex I aircraft;
  - restrictions relating to the transport of persons who are not part of Annex I aircraft crew;
  - operational restrictions, special procedures or technical conditions;
  - special arrangements related to airworthiness, including maintenance instructions and maintenance regime;
- c) evidence that the Annex I aircraft is capable of flying safely in accordance with the requirements or limitations of item b) of this point;
- d) the method used to check the Annex I aircraft configuration, so that the established requirements continue to be met.

12. Flight conditions approval request is submitted to the Agency on a form determined by the Agency.

With the request from paragraph 1 of this item, the following are submitted:

- the proposed conditions for the flight;
- documents proving that the Annex I aircraft can operate safely under the proposed flight conditions;
- a statement by an aircraft expert that the Annex I aircraft is capable of flying safely under the proposed requirements and limitations.

13. If it is determined that the aircraft can operate safely under the established requirements and restrictions, the Agency approves the flight conditions.

The Agency may, in order to approve the flight conditions, require the applicant for the flight conditions approval to conduct additional checks or tests.



REPUBLIC OF NORTH MACEDONIA  
CIVIL AVIATION AGENCY

MAINTENANCE ORGANISATION APPROVAL CERTIFICATE

Reference: MK AI (XXX)

Pursuant to the Aircraft Maintenance Regulation, currently in force and subject to the condition specified below, the Civil Aviation Agency hereby confirm that:

[COMPANY NAME AND ADDRESS]

is approved as a maintenance organisation of Annex I aircraft in accordance with above mentioned Regulation, approved to maintain products, parts and appliances listed in the attached approval schedule and issue related certificates of release to service using the above references.

CONDITIONS:

1. This certificate is limited to that specified in the scope of work section of the approved maintenance organisation exposition, and
2. This certificate requires compliance with the procedures specified in the approved maintenance organisation exposition, and
3. This certificate is valid whilst the approved maintenance organisation remains in compliance with the above – mentioned Regulation.
4. Subject to compliance with the foregoing conditions, this certificate shall remain valid for an unlimited duration unless it has previously been surrendered, replaced, suspended or revoked.

Date of original issue: .....

Date of this revision: .....

Revision number: .....

Signature:.....

For the competent authority:

MAINTENANCE ORGANISATION APPROVAL SCHEDULE

Reference: MK AI (XXX)

Organisation: [COMPANY NAME AND ADDRESS]

CLASS	AUTHORISATION	LIMITATION		
AIRCRAFT				
			Base	Line
ENGINES				
	COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs			
SPECIALISED OPERATIONS				

This certificate is limited to those products, parts and appliances and to the activities specified in the scope of work section of the approved maintenance organisation exposition,

Maintenance Organisation Exposition reference: .....

Date of original issue: .....

Date of last approved revision: .....

Revision No: .....

Signature: .....

For the competent authority: