

Reference table JAR-OPS 1 Subpart M and Part-M

JAR-OPS 1 Subpart M		Part-M	
Reference	Topic	Reference	Topic
JAR-OPS 1.875 General (See IEM OPS 1.875)	(a) An operator shall not operate an aeroplane unless it is maintained and released to service by an organisation appropriately approved/accepted in accordance with JAR-145 except that pre-flight inspections need not necessarily be carried out by the JAR-145 organisation.	M.A.201(h)	In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall: <ol style="list-style-type: none"> 1. be approved, as part of the air operator certificate issued by the competent authority, pursuant to M.A. Subpart G for the aircraft it operates, and; 2. be approved in accordance with Part-145 or contract such an organisation, and; 3. ensure that paragraph (a) is satisfied. <i>Remark: words changed but intent is the same.</i>
	(b) This Subpart prescribes aeroplane maintenance requirements needed to comply with the operator certification requirements in JAR-OPS 1.180.	M.A.101	This Section establishes the measures to be taken to ensure that airworthiness is maintained, including maintenance. It also specifies the conditions to be met by the persons or organisations involved in such continuing airworthiness management. <i>Remark: words changed but intent is the same.</i>
JAR-OPS 1.880 Terminology	The following definitions from JAR-145 shall apply to this Subpart:		
	(a) <i>Pre-flight inspection</i> – means the inspection carried out before flight to ensure that the aeroplane is fit for the intended flight. It does not include defect rectification.	Article 2 (j)	“pre-flight inspection” means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight. <i>Remark: no change.</i>
	(b) <i>Approved standard</i> – means a manufacturing/design/maintenance/quality standard approved by the Authority.	Subpart D	This is developed in detail in subpart D <i>Remark: words changed but intent is the same.</i>

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JAR-OPS 1.890 Maintenance responsibility	(a) An operator shall ensure the airworthiness of the aeroplane and the serviceability of both operational and emergency equipment by (See AMC OPS 1.890(a)):	M.A.201	(h) In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall: .../... 3. ensure that paragraph (a) is satisfied. (a) The owner is responsible 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; (a) The Aircraft continuing airworthiness and the serviceability of both operational and emergency equipment must be ensured by: <i>Remark: intent is the same, responsibilities are addressed. .</i>
	(1) The accomplishment of pre-flight inspections (See AMC OPS 1.890(a)(1));	M.A.301	(a) 1 - The accomplishment of pre-flight inspections; <i>Remark: text is the same.</i>
	2) The rectification to an approved standard of any defect and damage affecting safe operation, taking into account the minimum equipment list and configuration deviation list if available for the aeroplane type [(See AMC OPS 1.890(a)(2));]	M.A.301	(a) 2 -The rectification to an approved standard of any known defect and damage affecting safe operation taking into account, when required, the minimum equipment list and configuration deviation list if applicable to the aircraft type; <i>Remark: text is the same.</i>
	(3) The accomplishment of all maintenance in accordance with the approved operator's aeroplane maintenance programme [specified in JAR-OPS 1.910 (See AMC OPS 1.890(a)(3));]	M.A.301	(a) 3 - The accomplishment of all maintenance in accordance with the ECAR-MA.302 approved aircraft maintenance programme; <i>Remark: text is the same.</i>

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	(4) The analysis of the effectiveness of the operator's approved aeroplane maintenance programme (See AMC OPS 1.890(a)(4));	M.A.301	(a) 4 - for all large aircraft or aircraft used for commercial air transport the analysis of the effectiveness of the M.A.302 approved maintenance programme; <i>Remark: intent is the same.</i>
	(5) The accomplishment of any operational directive, airworthiness directive and any other continued airworthiness requirement made mandatory by the Authority. Until formal adoption of JAR-39, the operator must comply with the current national aviation [regulations (See IEM OPS 1.890(A)(5)); and]	M.A.301	(a) 5 - the accomplishment of any applicable: (i) airworthiness directive, (ii) operational directive with a continuing airworthiness impact, , (iii) continued airworthiness requirement established by the Agency, (iv) measures mandated by the competent authority in immediate reaction to a safety problem. <i>Remark: JAR-39 no longer applicable, national variants not allowed.</i>
	(6) The accomplishment of modifications in accordance with an approved standard and, for non-mandatory modifications, the establishment of an embodiment policy. (See AMC OPS 1.890(a)(6).)	M.A.301(a)	6. the accomplishment of modifications and repairs in accordance with M.A.304; 7. for non-mandatory modifications and/or inspections, for all large aircraft or aircraft used for commercial air transport the establishment of an embodiment policy. 8. maintenance check flights when necessary. <i>Remark: intent is the same. Check flights added.</i>

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	(b) An operator shall ensure that the Certificate of Airworthiness for each aeroplane operated remains valid in respect of:	M.A.201	(h) In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall: .../... 3. ensure that paragraph (a) is satisfied. (a) The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless: 3. the airworthiness certificate remains valid, and; <i>Remark: intent is the same.</i>

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	(1) The requirements in sub-paragraph (a) above;	M.A.708 (b)	<p>For every aircraft managed, the approved continuing airworthiness management organisation shall:</p> <ol style="list-style-type: none"> 1. develop and control a maintenance programme for the aircraft managed including any applicable reliability programme, 2. present the aircraft maintenance programme and its amendments to the competent authority for approval and provide a copy of the programme to the owner of non commercially operated aircraft, 3. manage the approval of modification and repairs. 4. ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with M.A Subpart H.. 5. ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact, are applied, 6. ensure that all defects discovered during scheduled maintenance or reported are corrected by an appropriately approved maintenance organisation, 7. ensure that the aircraft is taken to an appropriately approved maintenance organisation whenever necessary, 8. coordinate scheduled maintenance, the application of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly, 9. manage and archive all continuing airworthiness records and/or operator's technical log. 10. ensure that the mass and balance statement reflects the current status of the aircraft.

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	(2) Any calendar expiry date specified in the Certificate; and	M.A.901	To ensure the validity of the aircraft airworthiness certificate an airworthiness review of the aircraft and its continuing airworthiness records must be carried out periodically. <i>Remark: intent is the same.</i>
	(3) Any other maintenance condition specified in the Certificate.		<i>Remark: not addressed</i>
	(c) The requirements specified in sub-paragraph (a) above must be performed in accordance with procedures acceptable to the Authority	M.A.704	(a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information: 7. procedures specifying how the continuing airworthiness management organisation ensures compliance with this Part, and; (b) The continuing airworthiness management exposition and its amendments shall be approved by the competent authority. <i>Remark: intent is the same.</i>
JAR-OPS 1.895 Maintenance Management	(a) An operator must be appropriately approved in accordance with JAR-145 to carry out the requirements specified in JAR-OPS 1.890(a)(2), (3), (5) and (6) except when the Authority is satisfied that the maintenance can be contracted to an appropriate JAR-145 approved/accepted organisation. (See AMC OPS 1.895(a).)	M.A.201	(h) In the case of commercial air transport the operator is responsible for the continuing airworthiness of the aircraft it operates and shall: 1. be approved, as part of the air operator certificate issued by the competent authority, pursuant to M.A. Subpart G for the aircraft it operates, and; 2. be approved in accordance with Part-145 or contract such an organisation, and; 3. ensure that paragraph (a) is satisfied. <i>Remark: intent is the same.</i>

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	<p>(b) An operator must employ a person or group of persons acceptable to the Authority to ensure that all maintenance is carried out on time to an approved standard such that the maintenance responsibility requirements prescribed in JAR-OPS 1.890 are satisfied[]. The person, or senior person as appropriate, is the nominated post holder [referred to in JAR-OPS 1.175(i)(2). The Nominated Postholder for Maintenance is also responsible for any corrective action resulting from the quality monitoring of JAR-OPS 1.900(a). (See AMC OPS 1.895(b).)]</p>	M.A.706	<p>(a) The organisation shall appoint an accountable manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with this Part.</p> <p>(b) For commercial air transport the paragraph (a) accountable manager shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.</p> <p>(c) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager.</p> <p>(d) For commercial air transport, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to paragraph (c).</p> <p><i>Remark: intent is the same.</i></p>
	<p>[(c) The Nominated Post holder for Maintenance should not be employed by a JAR 145 approved/accepted Organisation under contract to the Operator, unless specifically agreed by the Authority. (See AMC-OPS 1.895(c)).]</p>	M.A.706	<p>(e) The nominated post holder referred to in paragraph (d) shall not be employed by a Part-145 approved organisation under contract to the operator, unless specifically agreed by the competent authority.</p> <p><i>Remark: intent is the same.</i></p>

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	<p>([d]) When an operator is not appropriately approved in accordance with JAR-145, arrangements must be made with such an organisation to carry out the requirements specified in JAR-OPS 1.890(a)(2), (3), (5) and (6). [Except as otherwise specified in paragraphs (e), (f) and (g) below, the arrangement must be in the form of a written maintenance contract between] the operator and the JAR-145 approved/accepted maintenance organisation detailing the functions specified in JAR-OPS 1.890(a)(2), (3), (5) and (6) and defining the support of the quality functions [of JAR-OPS 1.900. Aeroplane base and scheduled line maintenance and engine maintenance contracts, together with all] amendments, must be acceptable to the Authority. The Authority does not require the commercial elements of a maintenance contract. (See AMC [OPS 1.895(d).]]</p>	M.A.708	<p>(c) In the case of commercial air transport, when the operator is not appropriately approved to Part-145, the operator shall establish a written maintenance contract between the operator and a Part-145 approved organisation or another operator, detailing the functions specified under M.A.301-2, M.A.301-3, M.A.301-5, and M.A.301-6, ensuring that all maintenance is ultimately carried out by a Part-145 approved maintenance organisation and defining the support of the quality functions of M.A.712(b). The aircraft base, scheduled line maintenance and engine maintenance contracts, together with all amendments, shall be approved by the competent authority. However, in the case of:</p> <ol style="list-style-type: none"> 1. an aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the Part-145 maintenance organisation. 2. component maintenance, including engine maintenance, the contract as referred to in paragraph (c) may be in the form of individual work orders addressed to the Part-145 maintenance organisation. <p><i>Remark: intent is the same.</i></p>
	<p>[(e) Notwithstanding paragraph (d) above, the operator may have a contract with an organisation that is not JAR 145 approved/accepted, provided that :</p>		
	<p>(1) for aeroplane or engine maintenance contracts, the contracted organisation is a JAR-OPS Operator of the same type of aeroplane,</p>		
	<p>(2) all maintenance is ultimately performed by JAR 145 approved/accepted organisations,</p>		

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JAR-OPS 1.900 Quality System (See AMC OPS 1.900) (See IEM OPS 1.900)	(3) such a contract details the functions specified in JAR -OPS 1.890(a)(2), (3), (5) and (6) and defines the support of the quality functions of JAR -OPS 1.900,	M.A.708	(c) In the case of commercial air transport, when the operator is not appropriately approved to Part-145, the operator shall establish a written maintenance contract between the operator and a Part-145 approved organisation or another operator, detailing the functions specified under M.A.301-2, M.A.301-3, M.A.301-5, and M.A.301-6, ensuring that all maintenance is ultimately carried out by a Part-145 approved maintenance organisation and defining the support of the quality functions of M.A.712(b). The aircraft base, scheduled line maintenance and engine maintenance contracts, together with all amendments, shall be approved by the competent authority. However, in the case of: <ol style="list-style-type: none"> 1. an aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the Part-145 maintenance organisation. 2. component maintenance, including engine maintenance, the contract as referred to in paragraph (c) may be in the form of individual work orders addressed to the Part-145 maintenance organisation. <i>Remark: intent is the same.</i>
	(4) the contract, together with all amendments, is acceptable to the Authority. The Authority does not require the commercial elements of a maintenance contract. (See AMC OPS 1.895(e).)		
	(f) Notwithstanding paragraph (d) above, in the case of an aeroplane needing occasional line maintenance, the contract may be in the form of individual work orders to the Maintenance Organisation.(See IEM-OPS 1.895(f&g))		
	(g) Notwithstanding paragraph (d) above, in the case of aeroplane component maintenance, including engine maintenance, the contract may be in the form of individual work orders to the Maintenance Organisation.(See IEM-OPS 1.895(f&g))]		
	([h]) An operator must provide suitable office accommodation at appropriate locations for the personnel specified in sub-paragraph (b) above. [(See AMC OPS 1.895(h).)] [Amdt. 2, 01.07.00]	M.A.705	The continuing airworthiness management organisation shall provide suitable office accommodation at appropriate locations for the personnel specified in M.A.706. <i>Remark: intent is the same.</i>
(a) For maintenance purposes, the operator's quality system, as required by JAR-OPS 1.035, must additionally include at least the following functions:	M.A.712	The quality system shall monitor M.A. Subpart G activities. It shall at least include the following functions: <ol style="list-style-type: none"> 1. monitoring that all M.A. Subpart G activities are being performed in accordance with the approved procedures, and; 	

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	<p>(1) Monitoring that the activities of JAR-OPS 1.890 are being performed in accordance with the accepted procedures;</p> <p>(2) Monitoring that all contracted maintenance is carried out in accordance with the contract; and</p> <p>(3) Monitoring the continued compliance with the requirements of this Subpart.</p>		<p>2. monitoring that all contracted maintenance is carried out in accordance with the contract, and;</p> <p>3. monitoring the continued compliance with the requirements of this Part.</p> <p><i>Remark: intent is the same.</i></p>
	<p>(b) Where the operator is approved in accordance with JAR-145, the quality system may be combined with that required by JAR-145.</p>	M.A.712	<p>(e) In case of commercial air transport the M.A. Subpart G quality system shall be an integrated part of the operator's quality system.</p> <p><i>Remark: intent is the same.</i></p>
JAR-OPS 1.905 Operator's Maintenance Management Exposition	<p>(a) An operator must provide an operator's Maintenance Management exposition containing details of the organisation structure (See AMC OPS 1.905(a)) including:</p> <p>(1) The nominated post holder responsible for the maintenance system required by JAR-OPS 1.175(i)(2) and the person, or group of persons, referred to in JAR-OPS 1.895(b);</p>	M.A.704	<p>The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information:</p> <p>1. a statement signed by the accountable manager to confirm that the organisation will work in accordance with this Part and the exposition at all times, and;</p> <p>2. the organisation's scope of work, and;</p> <p>3. the title(s) and name(s) of person(s) referred to in M.A.706(b) and M.A.706(c), and;</p>

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	(2) The procedures that must be followed to satisfy the maintenance responsibility of JAR-OPS 1.890 and the quality functions of JAR-OPS 1.900, except that where the operator is appropriately approved as a maintenance organisation in accordance with JAR-145, such details may be included in the JAR-145 exposition.		<p>4. an organisation chart showing associated chains of responsibility between the person(s) referred to in M.A.706(b) and M.A.706(c), and;</p> <p>5. a list of M.A.707 airworthiness review staff, and;</p> <p>6. a general description and location of the facilities, and;</p> <p>7. procedures specifying how the continuing airworthiness management organisation ensures compliance with this Part, and;</p> <p>8. the continuing airworthiness management exposition amendment procedures.</p> <p><i>Remark: intent is the same.</i></p>
	(b) An operator's maintenance management exposition and any subsequent amendment must be approved by the Authority.	M.A.704	<p>(b)The continuing airworthiness management exposition and its amendments shall be approved by the competent authority.</p> <p><i>Remark: intent is the same.</i></p>
JAR-OPS 1.910 Operator's Aeroplane Maintenance Programme	(a) An operator must ensure that the aeroplane is maintained in accordance with the operator's aeroplane maintenance programme. The programme must contain details, including frequency, of all maintenance required to be carried out. The programme will be required to include a reliability programme when the Authority determines that such a reliability programme is necessary. (See AMC OPS 1.910(a).)	M.A.302	<p>(a) Every aircraft shall be maintained in accordance with a maintenance programme approved by the competent authority, which shall be periodically reviewed and amended accordingly.</p> <p>(d) The maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to specific operations. The programme must include a reliability programme when the maintenance programme is based:</p> <ol style="list-style-type: none"> 1. on Maintenance Steering Group logic, or; 2. mainly on condition monitoring. <p><i>Remark: intent is the same.</i></p>

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	(b) An operator's aeroplane maintenance programme and any subsequent amendment must be approved by the Authority. (See AMC OPS 1.910(b).)	M.A.302	(b) The maintenance programme and any subsequent amendments shall be approved by the competent authority. <i>Remark: intent is the same.</i>
JAR-OPS 1.915 Operator's Aeroplane Technical Log (See AMC OPS 1.915)	(a) An operator must use an aeroplane technical log system containing the following information for each aeroplane:	M.A.306	(a) In the case of commercial air transport, in addition to the requirements of M.A.305, an operator 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; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority 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. <i>Remark: intent is the same.</i>
	(1) Information about each flight necessary to ensure continued flight safety;		
	(2) The current aeroplane certificate of release to service;		
	(3) The current maintenance statement giving the aeroplane maintenance status of what scheduled and out of phase maintenance is next due except that the Authority may agree to the maintenance statement being kept elsewhere;		
	(4) All outstanding deferred defects that affect the operation of the aeroplane; and		
	(5) Any necessary guidance instructions on maintenance support arrangements.		
(b) The aeroplane technical log system and any subsequent amendment must be approved by the Authority.	M.A.306	(b) The aircraft technical log system and any subsequent amendment shall be approved by the Member State of Operator. <i>Remark: intent is the same.</i>	
JAR-OPS 1.920 Maintenance Records (See AMC OPS 1.920)	(a) An operator shall ensure that the aeroplane technical log is retained for 24 months after the date of the last entry.	M.A.305	(h) An owner or operator shall ensure that a system has been established to keep, the following records for the periods specified: 1. all detailed maintenance records in respect of the aircraft and

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	(b) An operator shall ensure that a system has been established to keep, in a form acceptable to the Authority, the following records for the periods specified:		any life limited component fitted thereto, at least twenty-four months after the aircraft or component was permanently withdrawn from service, and;
	(1) All detailed maintenance records in respect of the aeroplane and any aeroplane component fitted thereto – 24 months after the aeroplane or aeroplane component was released to service;		2. the total time and flight cycles as appropriate, of the aircraft and all life-limited components, at least twelve months after the aircraft or component has been permanently withdrawn from service, and;
	(2) The total time and flight cycles as appropriate, of the aeroplane and all life-limited aeroplane components – 12 months after the aeroplane has been permanently withdrawn from service;		3. the time and flight cycles as appropriate, since last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail, and;
	(3) The time and flight cycles as appropriate, since last overhaul of the aeroplane or aeroplane component subjected to an overhaul life – Until the aeroplane or aeroplane component overhaul has been superseded by another overhaul of equivalent work scope and detail;		4. the current status of compliance with maintenance programme such that compliance with the approved aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail, and;
	(4) The current aeroplane inspection status such that compliance with the approved operator's aeroplane maintenance programme can be established – Until the aeroplane or aeroplane component inspection has been superseded by another inspection, of equivalent work scope and detail;		5. the current status of airworthiness directives applicable to the aircraft and components, at least twelve months after the aircraft or component has been permanently withdrawn from service, and;
	(5) The current status of airworthiness directives applicable to the aeroplane and aeroplane components – 12 months after the aeroplane has been permanently withdrawn from service; and		6. details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least twelve months after they have been permanently withdrawn from service. <i>Remark: intent is the same.</i>

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	(6) Details of current modifications and repairs to the aeroplane, engine(s), propeller(s) and any other aeroplane component vital to flight safety – 12 months after the aeroplane has been permanently withdrawn from service. [(See IEM OPS 1.920(b)(6))]		
	(c) An operator shall ensure that when an aeroplane is permanently transferred from one operator to another operator the records specified in paragraphs (a) and (b) are also transferred and the time periods prescribed will continue to apply [to the new operator. (See AMC OPS 1.920(c))] [Amdt. 2. 01.07.00]	M.A.307	(a) The owner or operator shall ensure when an aircraft is permanently transferred from one owner or operator to another that the M.A.305 continuing airworthiness records and, if applicable, M.A.306 operator's technical log are also transferred. (b) The owner shall ensure, when he contracts the continuing airworthiness management tasks to a continuing airworthiness management organisation, that the M.A.305 continuing airworthiness records are transferred to the organisation. (c) The time periods prescribed for the retention of records shall continue to apply to the new owner, operator or continuing airworthiness management organisation. <i>Remark: intent is the same.</i>
JAR-OPS 1.925 Intentionally blank			

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<p>JAR-OPS 1.930 Continued Validity of the Air Operator Certificate in Respect of the Maintenance System (See IEM OPS 1.930)</p>	<p>An operator must comply with JAR-OPS 1.175 and 1.180 to ensure continued validity of the air operator's certificate in respect of the maintenance system.</p>	<p>M.A.713</p>	<p>(a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <ol style="list-style-type: none"> 1. the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under M.B.705 and; 2. the competent authority being granted access to the organisation to determine continued compliance with this Part, and; 3. the approval not being surrendered or revoked. <p>(b) Upon surrender or revocation, the approval certificate shall be returned to the competent authority.</p> <p><i>Remark: intent is the same.</i></p>
<p>JAR-OPS 1.935 Equivalent Safety Case (See IEM OPS 1.935)</p>	<p>An operator shall not introduce alternative procedures to those prescribed in this Subpart unless needed and an equivalent safety case has first been approved by the Authority and supported by JAA Member Authorities.</p>		<p><i>Remark: Not addressed see 1592/02</i></p>