

**FAQs:**

[Part-M: General](#), [Part-M](#), [Continuing Airworthiness](#), [Regulations](#)

**Question:**

**What are the responsibilities relevant to pre-flight inspection?**

**Answer:**

The pre-flight inspection forms part of the essential requirements for air operation, as required in Annex V (point 6.2) of the 'Basic Regulation' (Regulation (EU) 2018/1139). Being relevant to the aircraft's fitness for the intended flight, this essential requirement is implemented by the Commission Regulation (EU) 1321/2014 for continuing airworthiness in the following way:

Reference	Obligation	Who	Remark
M.A.201(d)	Carry out pre-flight inspection satisfactorily	Part-M: Pilot-in-command or, in case of Licensed Air Carrier, a qualified staff under the responsibility of the operator (e.g. maintenance staff - see note)	
ML.A.201(d)		Part-ML: Pilot-in-command or a qualified person under the responsibility of the pilot-in-command	
M.A.301(a)/	Ensure pre-flight inspection is carried out	Owner or CA(M)O (according to	
ML.A.301(a)		M.A.201/ML.A.201)	

M.A.301(a)/	Ensure pre-flight inspection includes the actions necessary to ensure that the aircraft is fit to carry out the intended flight	Owner or CA(M)O (according to M.A.201/ML.A.201)	AMC M.A.301(a) points (1) and (2) elaborates those actions
M.A.301(a)/	If a/c managed by CA(M)O: Provide training to ensure that pre-flight inspection is carried out adequately [AMC M.A.301(a) point (3)]	CA(M)O	Pre-flight inspection training described in the CAME part 1.11 or CAE part D.6
ML.A.301(a)			
Additional information:			
M.A.712(b)/	If a/c managed by CA(M)O: Ensure pre-flight inspection is subject to the quality system/compliance monitoring	CA(M)O	This is important because the pre-flight inspection contributes in feeding the process of aircraft continuing airworthiness
CAMO.A.200(a) (3)/			
CAO.A.100(b)			
	[AMC M.A.301(a) point (3)]		

**Note:**

As per the definition of 'maintenance' in article 2 (h) of Commission Regulation (EU) 1321/2014, 'pre-flight inspection' (as defined in article 2(j)) is not considered maintenance. Therefore, it does not require a certificate of release to service [M.A.201(d)/ML.A.201(d)].

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**Link:**

<https://www.easa.europa.eu/es/faq/48482>