



# EASA

European Aviation Safety Agency

## “Part-M Light” and new Part-66 licences

*Juan Anton  
Maintenance Regulations Manager  
Flight Standards Directorate  
EASA*

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# **New Regulation (EU) 2015/1088 (Part-M GA Task Force Phase I)**



# Regulation (EU) 2015/1088 (Part-M GA Task Force Phase I)

**This new Regulation was published in the Official Journal of the European Union on 07 July 2015 and entered into force on 27 July 2015.**

- Introduces the alleviations for General Aviation proposed in Opinion 10/2013.



## **ALLEVIATIONS INTRODUCED:**

- **1) New option for ELA2 aircraft not involved in commercial operations (M.A.201(e)2):**  
The owner may contract the development and approval processing of the aircraft maintenance programme (AMP) to a Part-145 or Subpart F maintenance organisation.  
In this option, it is not possible to use the indirect approval procedure.
- **2) New option for ELA1 aircraft not involved in commercial operations (M.A.302(h)4):**  
The owner may issue a declaration (no NAA approval) for the AMP subject to compliance with the conditions described in M.A.302(h)4.
- **3) New option for ELA1 aircraft (except airships) not involved in commercial operations (M.A.302(i)):**  
The owner may use the “Minimum Inspection Programme” as the basis for the AMP  
NOTE: The AMP still has to be customised to the particular aircraft registration (see M.A.302(h) and the template contained in AMC M.A.302(e))



## **ALLEVIATIONS INTRODUCED (continuation):**

### **➤ 4) New option for ELA1 aircraft not involved in commercial operations (M.A.901(I)):**

The maintenance organisation (145 or Subpart F) which is performing the annual inspection may, simultaneously, perform the Airworthiness Review and issue the ARC (new Form 15c).



## **ASSOCIATED AMC/GM**

- **Expected to be published by EASA in October 2015. Will introduce:**
  - Guidance on the content of the contract for the AMP between owner and CAMO.
  - Guidance on the responsibilities of the owner when issuing a declaration for the AMP.
  - Guidance on the responsibilities of owners, CAMOs, maintenance organisations and NAAs in relation to the AMP.
  - Guidance on the annual review of the AMP.
  - A standard template for the customisation of the AMP. Applicable to all non-complex motor-powered aircraft.
  - Examples of Minimum Inspections Programmes.
  - Guidance on when a hangar may not be needed.
  - Guidance on the indirect approval for increasing the scope of work for CAMOs and Subpart F maintenance organisations.



# **Part-M Light (Part-M GA Task Force Phase II)**



# Part-M GA Task Force (Phase II)

## **NPA 2015-08 published on 09 July 2015:**

- Proposes a Light Part-M with the following features:
  - Created as a new Part-ML (new Annex VI to Regulation 1321/2014). Organisation requirements (CAMO, Subpart F organisations) kept in Part-M.
  - Applicable to all ELA2 aircraft plus those helicopters certified for up to 4 occupants up to 1200 Kg MTOM, regardless of type of operation.
  - Owners/operators can choose to apply Part-M or Part-ML.
  - Use of Minimum Inspection Programmes and self-declaration of maintenance programme.
  - Elimination of the list of complex maintenance tasks.
  - Airworthiness review by maintenance organisations together with the annual/100h inspection.
  - Airworthiness review by independent mechanics together with the annual/100h inspection for sailplanes, balloons, hot-air airships and ELA1 aeroplanes.



# Part-M GA Task Force (Phase II)

## (continuation):

- Defects on non-required equipment may be deferred by the pilot.
  - Defect on required equipment may be deferred per the MEL.
  - Other defects may be deferred by the pilot with the authorisation of the owner (only for non-commercial aircraft).
  - Guidance on how to assess the risk of a particular aircraft for the purpose of deviations to recommendation from Design Approval Holder based on the FOCA proposal.
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- **Review of comments to NPA 2015-08:**
    - Meeting with NAAs on 12<sup>th</sup> November 2015.
    - Meeting of the review group (Part-M GA Task Force) on 18<sup>th</sup>/19<sup>th</sup> November 2015. Most likely another meeting in January 2016.
    - Final CRD and Opinion around March/April 2016.



# **B2L and L Part-66 licences**



# Background

**The B2L and L licences were proposed in Opinion 05/2015 on 22 June 2015.**

**It was presented to the Commission and the Member States in the EASA Committee of July 2015 and will be discussed again in the EASA Committee of November 2015.**

**Rule expected to be adopted by the Commission in the second half of 2016.**



# Which licences are proposed

## ➤ **The B2L aircraft maintenance licence:**

- For avionics and electrical systems.
- For aircraft other than those in the group of complex aircraft (Group 1).
- Based on “system ratings”.
- Progressive (eventually leading to a full B2, if so wished).

**NOTE:** Some prospective B2 licence holders may be eligible for B2L immediately due to the reduced experience requirements.

## ➤ **The L aircraft maintenance licence:**

- For airframe, power-plant, mechanical and electrical systems, radio, ELT, transponders and limited avionics.
- For sailplanes, powered-sailplanes, balloons, airships and ELA1 aeroplanes.
- It will replace at a certain point the current national qualifications.



# B2L licence

There is a delayed application date of 6 months after adoption of the Regulation by the Commission in order for NAAs to adapt their procedures and templates to the new B2L licence.

The B2L licence is applicable to all aircraft other than those of a higher complexity (applicable to all aircraft except those in Group 1, as defined in 66.A.5) and is divided in the following “system ratings”:

- communication/navigation (com/nav)
- instruments
- autoflight
- surveillance
- airframe systems

The B2L licence shall contain, as a minimum, one system rating. Any combination of system ratings can be applied for by the applicant.



# B2L licence

## **66.A.5 Aircraft groups**

**Group 1:** complex motor-powered aircraft, helicopter with multiple engines, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships above ELA2 and other aircraft requiring an aircraft type rating when defined so by the Agency.

The Agency may decide to classify into Group 2, Group 3 or Group 4, as appropriate, an aircraft which meets the conditions above, if it finds that the lower complexity of the particular aircraft justifies so.

**Group 2:** aircraft other than those in Group 1 belonging to the following subgroups:

- subgroup 2a: single turboprop engine aeroplanes;
- subgroup 2b: single turbine engine helicopters; and
- subgroup 2c: single piston engine helicopters.

**Group 3:** piston engine aeroplanes other than those in Group 1.

**Group 4:** sailplanes, powered sailplanes, balloons and airships, other than those in Group 1.



# B2L licence

## **Privileges**

A category B2L aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B2L support staff for the following:

- maintenance performed on electrical systems; and
- maintenance performed on avionics systems within the limits of the system ratings specifically endorsed on the licence, and
- when holding the “airframe system” rating, the performance of electrical and avionics tasks within power-plant and mechanical systems, requiring simple tests to prove their serviceability.



# B2L licence

Basic

knowledge

(Modules 1 to 10  
identical to B2)

Subject module/sub-modules	B2	B2L
13.1 and 13.2	X	X
13.3(a)	X	For system rating 'Autoflight'
13.3(b)	X	
13.4(a)	X	For system rating 'Com/Nav'
13.4(b)	X	For system rating 'Surveillance'
13.4(c)	X	
13.5	X	X
13.6	X	
13.7	X	For system rating 'Autoflight'
13.8	X	For system rating 'Instruments'
13.9	X	X
13.10	X	
13.11 through 13.18	X	For system rating 'Airframe systems'
13.19 through 13.22	X	
14	X	For system rating 'Instruments' + For system rating 'Airframe systems'



# B2L licence

## **Basic experience**

- Between 1 and 3 years depending on previous background (Part-147 training, skilled worker training, no technical training).
- 3 months additional for each new system rating.



## **Aircraft ratings**

For category B2L the relevant aircraft ratings are the following:

- ▶ For group 2 aircraft, manufacturer sub-group rating or full sub-group rating.
- ▶ For group 3 aircraft, the full group rating.
- ▶ For group 4 aircraft, the full group rating.



# L licence

There is a delayed application date of 6 months after adoption of the Regulation by the Commission in order for NAAs to adapt their procedures and templates to the new L licence. After this period, NAAs can start issuing L licences.

The NAAs will not have the obligation to start issuing L licences (opt-out) until 28 September 2018 (approximately 18 months after adoption of the Regulation by the Commission). From this date on they can not issue more national licences/qualifications.

Individuals and organisations will not have the obligation to use L licences (opt-out) until 28 September 2019.



# L licence

## The L licence is applicable to

- ELA1 aeroplanes
- All sailplanes, balloons and airships

## Sub-categories:

- **L1C:** composite sailplanes
- **L1:** sailplanes
- **L2C:** composite powered sailplanes and composite ELA1 aeroplanes
- **L2:** powered sailplanes and ELA1 aeroplanes
- **L3H:** hot-air balloons
- **L3G:** gas balloons
- **L4H:** hot-air airships
- **L4G:** ELA2 gas airships
- **L5:** gas airships above ELA2



# L licence

## **66.A.5 Aircraft groups**

**Group 1:** complex motor-powered aircraft, helicopter with multiple engines, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships above ELA2 and other aircraft requiring an aircraft type rating when defined so by the Agency.

The Agency may decide to classify into Group 2, Group 3 or Group 4, as appropriate, an aircraft which meets the conditions above, if it finds that the lower complexity of the particular aircraft justifies so.

**Group 2:** aircraft other than those in Group 1 belonging to the following subgroups:

- subgroup 2a: single turboprop engine aeroplanes;
- subgroup 2b: single turbine engine helicopters; and
- subgroup 2c: single piston engine helicopters.

**Group 3:** piston engine aeroplanes other than those in Group 1.

**Group 4:** sailplanes, powered sailplanes, balloons and airships, other than those in Group 1.



# L licence

## **Privileges**

The L licence permits the holder to issue certificates of release to service and to act as L support staff for the following:

- maintenance performed on aircraft structure, power-plant and mechanical and electrical systems, and
- work on radio, ELT and transponder systems, and
- work on other avionic systems requiring simple tests to prove their serviceability.

Sub-category L2 includes sub-category L1. Any limitation to the sub-category L2 becomes applicable to the sub-category L1.

Sub-category L2C includes sub-category L1C.



# L licence

## **Basic knowledge requirements for an L licence**

No basic training required (only examination).

New Appendix VII defines the knowledge requirements for the different sub-categories.

- For the L5 licence (Gas Airships above ELA2), in addition to certain modules contained in Appendix VII it is required to meet the basic knowledge requirements of a B1 or B2 licence.

New Appendix VIII defines the basic examination standard for each L licence sub-category.

Basic knowledge examinations may be conducted by a Part-147 organisation, by the competent authority or at any other location/organisation if agreed by the competent authority.



# L licence

## **Basic experience requirements for an L licence**

1 year of experience in order to obtain full privileges except:

- complex maintenance tasks (Appendix VII to Part-M),
- standard changes (Part-21, 21.A.90B),
- standard repairs (Part-21, 21.A.431B)

2 years of relevant experience to obtain full privileges without limitations.



# L licence

## Ratings

- For **L1C**: "composite sailplanes"
- For **L1**: "sailplanes"
- For **L2C**: "composite powered sailplanes and composite ELA1 aeroplanes"
- For **L2**: "powered sailplanes and ELA1 aeroplanes"
- For **L3H**: "hot air balloons"
- For **L3G**: "gas balloons"
- For **L4H**: "hot air airships"
- For **L4G**: "ELA2 gas airships"
- For **L5**: the appropriate airship type rating

All ratings, except L5, are obtained based on experience.

For L5, the individual type rating is obtained through type training approved by the competent authority.



# L licence

## **Limitations (due to missing basic examinations or basic experience)**

### **For ELA1 aeroplanes, sailplanes and powered sailplanes:**

- Wooden-structure aircraft
- Aircraft with metal-tubing structure covered with fabric
- Metal-structure aircraft
- Composite-structure aircraft

### **For gas balloons:**

- other than ELA1 gas balloons.



## **Conversions**

- Conversion of national qualifications in accordance with 66.A.70(d).
- They are based on conversion of privileges, without comparing with the Part-66 syllabus.
- They are possible for qualifications obtained before the NAAs have the obligation to issue L licences (proposed on 28 September 2018).
- Limitations must be introduced in order to maintain the previous privileges.