



EASA

European Aviation Safety Agency

Russian Light Aeroplanes Workshop **23rd and 24th February 2017 – Cologne**

General Maintenance Aspects (Documentation, Regulation and Organisations)

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Applicable maintenance regime

- “SAS” aircraft:
 - Part-M applies (in the future, alleviated Part-ML)

- “Permit to Fly” aircraft:
 - As defined in the Flight Conditions (more flexible)

- Annex II aircraft:
 - As defined by the national authority following their national rules.



ASSUMING WE ARE TALKING ABOUT PRIVATE AIRCRAFT:

- Maintenance Programme:
 - **Declared by the owner (for ELA1 aircraft).** Deviations from the maintenance instructions from the Design Approval Holder are possible (as long as the inspection check list contained in the AMC material is performed).
 - **Approved by the NAA for all other aircraft.** In this case, maintenance instructions from the Design Approval Holder must be used (**deviations need to be agreed by the NAA**)
- No obligation for a CAMO to manage the continuing airworthiness of the aircraft (owners can do it themselves).
- Maintenance can be performed by independent mechanics (no need for a maintenance organisation, except certain exceptions).
- Certain maintenance tasks can be performed by the pilot-owner.
- Spare parts (new and used) need an EASA Form 1 or equivalent (except standard parts and non-critical parts accepted by the owner per 21.A.307)



Part-ML (expected beginning 2018)

- **Applicable to private and commercial operations (other than commercial air transport) of:**
 - aeroplanes up to 2730 Kg,
 - other ELA2 aircraft and
 - helicopters up to 4 occupants and 1200 Kg.**if they are not complex motor-powered aircraft.**

NOTE: In addition to Part-ML, there is also a proposal of a new Part-CAO (Combined Airworthiness Organisation). This organisation can have the combined privileges of a CAMO and a Subpart F maintenance organisation.



Part-ML (expected beginning 2018)

ASSUMING WE ARE TALKING ABOUT PRIVATE AIRCRAFT (alleviations in relation to Part-M):

- Maintenance Programme **(no involvement of the NAA):**
 - **Declared by the owner or approved by the contracted CAMO or CAO.** Deviations from the maintenance instructions from the Design Approval Holder are possible (as long as the inspection check list contained in the AMC material, also called Minimum Inspection Programme, is performed).
- Certain defects can be deferred by the pilot with the agreement of the owner.
- Airworthiness reviews can be performed by independent mechanics (authorised by the NAA) under certain conditions.

NOTE: Spare parts (new and used) still need an EASA Form 1 or equivalent (except standard parts and non-critical parts accepted by the owner per 21.A.307).



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**Thank you for your attention
and collaboration!**

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