



EASA

European Aviation Safety Agency

New Regulatory Structure (in Continuing Airworthiness)

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4th EASA AD Workshop
08 December 2016

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TE.GEN.00409-001



New structure of the Regulation

- Part-ML**
- Part-CAO (with no SMS)**
- Part-CAMO (with SMS)**



Background

- **The new structure proposed for the continuing airworthiness regulation is the consequence of:**
 - **Part-M General Aviation Task Force (Phase II):**
Opinion 05/2016 issued on 13 April 2016:
 - **New Part-ML**
 - **New Part-CAO (without SMS)**
 - **SMS for CAMOs (RMT.0251 Phase I):** **Opinion 06/2016 issued on 12 May 2016.**
 - **New Part-CAMO (with SMS) and management system for NAAs in relation to CAMOs.**



Background

➤ **RMT.0251 (SMS Phase II):**

- Will cover the introduction of SMS requirements for **Part-145 organisations and POAs**
- The need to include also DOAs is currently under discussion.
- Will introduce the associated authority requirements.
- Will include the involvement of a group of experts from Industry and NAAs.
- **New NPA planned 2018/Q1.**
- **Opinion planned 2019/Q2.**



Part-ML

- Applicable to:
 - aeroplanes up to 2730 Kg,
 - other ELA2 aircraft and
 - helicopters up to 4 occupants and 1200 Kg.

- Applicable to private and commercial operations **but not to Commercial Air Transport (in the sense of licensed air carriers per (EC)1008/2008).**

NOTE: This means that Part-ML covers all sailplanes and balloons, even if they carry passengers (balloons and sailplanes are excluded from 1008/2008)



Part-CAO

Proposes a new “Combined Airworthiness Organisation” (Part-CAO) for General Aviation:

- Applicable to non-complex non-CAT aircraft (some aircraft will follow Part-M and others Part-ML)
- Combines the privileges of a Subpart-F maintenance organisation and a CAMO.
- **No SMS:** They will continue with the current Quality System (or organisational reviews if the organisation is small).
- Introduces simplified requirements, with more privileges for the organisation to manage changes to scope of work, facilities, tooling, personnel, etc.



Part-CAO

- Organisations already holding CAMO, Part-145 or Subpart F approvals will be issued a Part-CAO approval upon application, with 2 years to correct any findings (mostly linked to the need to amend the exposition).
- Limitations will be introduced to maintain the current scope of work.
- Limitations can be removed (if desired) when complying with the corresponding differences and including the corresponding procedures in the exposition.
- Organisations can keep the current CAMO or Part-145 approval (still needed for complex aircraft and CAT)



Part-CAO

- NAAs can still issue Subpart F approvals for 1 year after applicability of the new rule.
- Existing Subpart F approvals will be valid only until 2 years after applicability of the new rule. After that, Part-CAO will be needed.



New structure

CURRENT RULE STRUCTURE

		Other than CAT licensed air carriers		CAT licensed air carriers	
		Non-CMPA	CMPA	Non-CMPA	CMPA
Part-M		Applicable			
	Subpart F	Applicable	N/A	N/A	N/A
	Subpart G (CAMO)	Applicable			
Part-145		Applicable			
Part-66		Applicable			
Part-147		Applicable			
Part-T (Third country aircraft dry-leased by EU AOC holders)		N/A	N/A	Applicable	Applicable



New structure

PROPOSED RULE STRUCTURE		Other than CAT licensed air carriers		CAT licensed air carriers	
		Non-CMPA	CMPA	Non-CMPA	CMPA
Part-M		Applicable only to non-Light aircraft (Light aircraft must follow Part-ML)	Applicable		
	Subpart F	May still be used for 2 years after new Regulation. It disappears later.	N/A	N/A	N/A
	Subpart G (CAMO)	Disappears (transferred to Part-CAMO)			
Part-145		Applicable			
Part-66		Applicable			
Part-147		Applicable			
Part-T (Third country aircraft dry-leased by EU AOC holders)		N/A	N/A	Applicable	Applicable
Part-ML		Applicable to Light aircraft	N/A	N/A	N/A
Part-CAMO (with SMS)		Applicable			
Part-CAO (without SMS)		Applicable	N/A	N/A	N/A