

Part M/L

Competent Authority view

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SICHERHEIT LIEGT IN DER LUFT



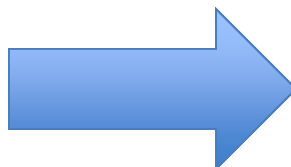
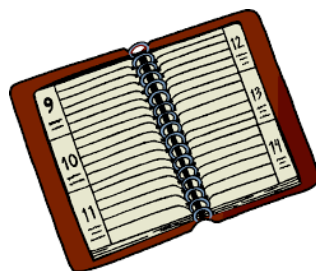
Part M/L – Important Changes

- **Maintenance Program** - no longer approved by the Competent Authority
- **Owner Responsibility** – Competence – TBO Solution
- **CAO** Organization = **2 in 1**
- **Separation M : M/L** - Less Paper – more Clarity
- **ARC** by single **Part 66** Persons – Acceptance EU wide
- **Oversight** Program – ACAM – Audits
- **Interfaces** - Part 66 L – CS STAN

NEW

Part M/L – Maintenance Program

- Maintenance Program - **no longer approved** by the Competent Authority – is **still the plan** how to your maintain aircraft
- In the **Hands of** the User - **Owner / CAO**
- Workload Reduction – **less formal actions**
- Importance of a working system - **Training - ARC – Oversight**
- Solution for **TBO**



Part M/L – Owners Responsibility

- Owner Responsibility – **Competence** – TBO Solution
- TBO - **Technical Issues unchanged**
- Responsibility need Knowledge/Competence **need training**
- **Use of CAO** competent organizations
- Owner / CAO has to **take the risk**
- Guidance Material / Risk Assessment
- **More Flexibility**

TBO and now ?



Part M/L – CAO Organisation

- CAO Organisation **CAMO+M/F** = 2 in 1
- **Reduction of paperwork** – Handbook/ Procedures
- **Reduction of Audits**
- More Flexibility – „**Group Ratings**“ – no single aircraft extensions
- Need for combined **NAA inspectors** – CAMO+Subpart MF
- **No SMS** – Safety Management System – only QS/QM

2 in 1

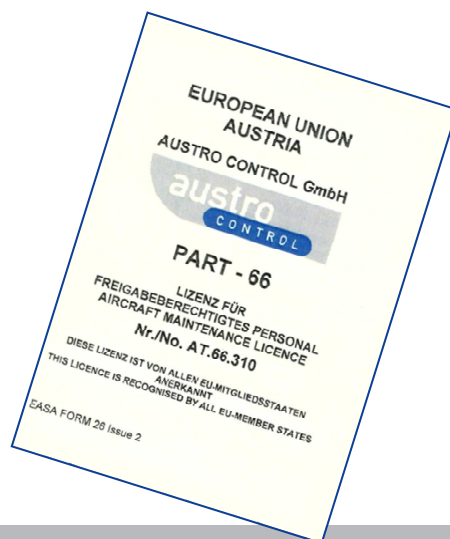
Part M/L – Separation of Part M

- Less Paper – **more clarity**
- M(500) to M/L(100) pages incl. guidance
- **User Group oriented** – positive for both sides
- Reorganization in NAA's is possible
- GA need **GA Experts in NAAs** with GA knowledge

GA is different !

Part M/L – ARC by Single Part-66 Person

- Focus on physical inspection – **with Annual** Inspection
- Acceptance **EASA wide** – only with Part-66 license
- **Authorization** by Part-66 License Authority – Assessment / Supervision
- **5-year validity.**
- **ARC to NAA** is the only control of the National fleet status



+ ARC

Part ML – Oversight Program

- Oversight Program – **ACAM** – Audits
- Need for **Safety Promotion** – understanding of ML
- **Safety Culture** needs to implemented / improved
- Target is **reduction of technical occurrences**
- EASA wide – **Mix of register/operators**
- **Performance based** Auditing – Implementation
- **Statistic and feedback** needed – Operators - CAO - NAA - EASA



No audit if it has not been trained

Part ML – Interfaces

- **Part 66 L licence** – one single License in the EU – removal of the national system – needed that Part ML fully works in practice
- **CS STAN** – Release in accordance to Part ML Form 123
- **Part NCO** – Release for Defects by Pilot / Owner, Airworthiness reviews by independent staff..
- **Exchange** of information between authorities **for Air Safety**

Communication



Happy Landings 2016 !