



Verband Deutscher  
Segelflugzeughersteller e.V.

European Glider Manufacturers  
and Suppliers association



# easier maintenance rules for General Aviation

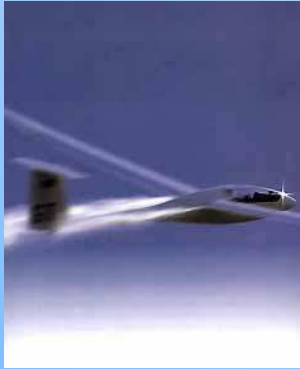
**The perspective of the European  
sailplane manufacturers**

by

Werner Scholz, Spokesman of the  
European Sailplane Manufacturers



Part-ML & -CAO mini-conference - Friedrichshafen 21.Apr.2016



Verband Deutscher  
Segelflugzeughersteller e.V.

European Glider Manufacturers  
and Suppliers association



## the presenter

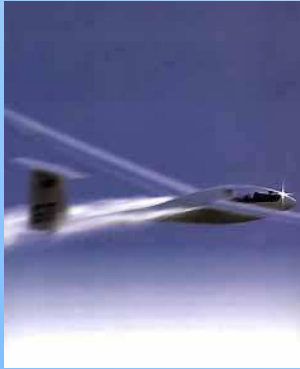
Who is doing this presentation?

### Werner “micro” Scholz

- active glider pilot & instructor (from age 15 on)
- aerospace engineer (University of Stuttgart)
- working for a sailplane manufacturer 1997 – 2003 (last 2 years as head of design organisation)
- since then member of an independent design office, supporting several certification projects and organisation approval processes
- speaker for the European sailplane manufacturers since 2004 with regular visits to EASA
- close ties to DAeC, OSTIV and Europe Air Sports
- member of Part-M task force



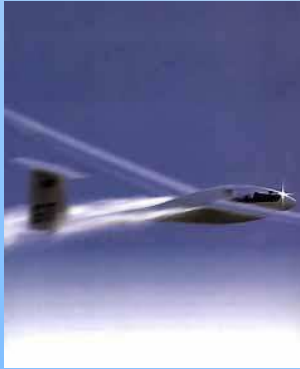
Part-ML & -CAO mini-conference - Friedrichshafen 21.Apr.2016



## the concept of Part-ML

- „old Part-M concentrate“
- for „small aircraft“
- simplified wording for easier reading
- no cross-references
- only maintenance rules,  
no organisation requirements
- end result: only ca. 30 pages instead of  
more than 70 pages in Part-M

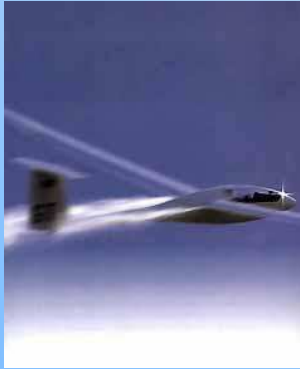




## the main responsibilities described within Part-ML

- owner is responsible for continuing airworthiness and declared AMP
- (may delegate this responsibility to an organisation)
- certifying staff (CS) and airworthiness review staff (ARS) should cooperate close with the owner
- CS and ARS are only responsible for their tasks
- pilot has more responsibility when deferring defects

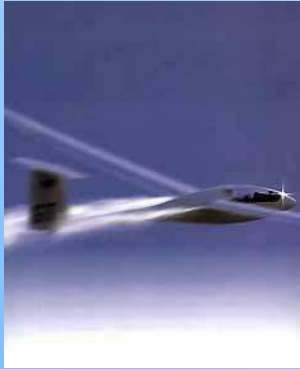




## what Part-ML is not

- Part-ML includes no radical changes against today's Part-M
  - still an AMP (maintenance programme) is needed
  - every maintenance needs finished with a RTS
  - every year, an ARC needs to be issued
  - organisations are still required (however they are now described in CAO)
- why – due to requirements of basic regulation...

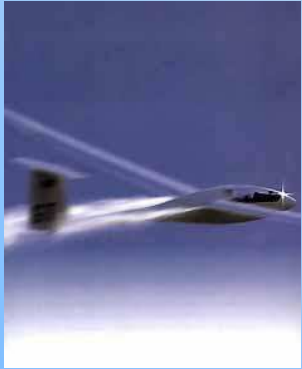




## main facts about Part-CAO

- new type of organisation for aircraft falling under Part-ML and non-complex non-CAT.
- this combined approval allows organisations holding CAMO and M/F (or 145) approval to simplify to one approval
- in the long run this will reduce costs and oversight effort
- BUT: new exposition (CAE) required within 2 years (to close regarding findings)



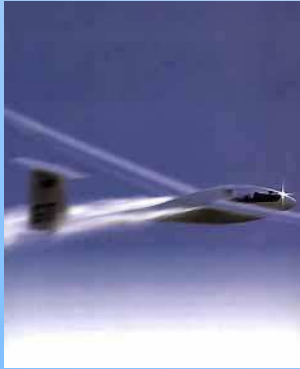


## ambivalent points within Parts-ML and –CAO

- more possibilities to issue the ARC  
= less business for CAMOs
- more possibility to get RTS  
= less business for maintenance organisations
- no AMP approval by aviation authorities  
= responsibility with owner or CAO (or CAMO)
- self-declared AMP  
= owner & ARS need closer co-operation





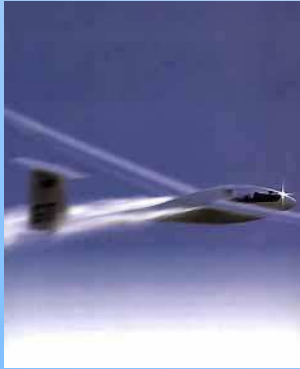


## negative points within Part-ML & Part-CAO

- due to switch to CAO and SMS introduction to CAMOs and 145 all current Part-M organisations will need new expositions / manuals!
- perhaps again, the NAA could convert simplifications partly into new obstacles due to changes in philosophy they do not understand
- still the information given to stakeholders and NAAs is not detailed enough
- still vital information (as AMCs) is offered only in English language



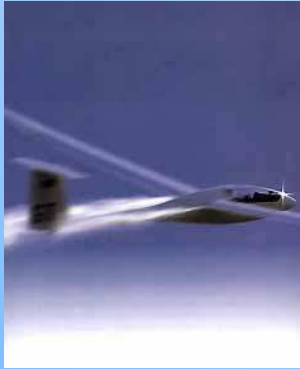




## possible improvements and “wishlist”

- longer transition period for CAO exposition / manual
- in the (still to be drafted) AMC material better explanation of Part-ML concepts could be given
- in the new Part-CAO AMC an example of a “CAE” could be given
- AMC translation into some languages
- “easy Access version” of Parts-ML & -CAO asap
- more events like the “GA Roadmap workshop” at Bonn for interested people





Verband Deutscher  
Segelflugzeughersteller e.V.

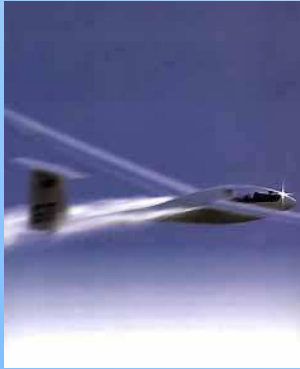
European Glider Manufacturers  
and Suppliers association



## possible improvements and "wishlist"

- ...and then less changes in the coming years!!!!





Verband Deutscher  
Segelflugzeughersteller e.V.

European Glider Manufacturers  
and Suppliers association



## possible improvements and "wishlist"

- ...and then less changes in the coming years!!!!



**GA Roadmap:**  
towards simpler, lighter,  
better rules for General Aviation





**Verband Deutscher  
Segelflugzeughersteller e.V.**

**European Glider Manufacturers  
and Suppliers association**



**Thank you -  
any questions?**



**Part-ML & -CAO mini-conference - Friedrichshafen 21.Apr.2016**