



# EASA

European Aviation Safety Agency

## NPA 2015/17: Coordination with General Aviation

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NPA 2015/17 Workshop  
24 November 2015

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TE.GEN.00409-001



# **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.**

**Introduced a 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).*



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



# NPA 2015-08

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

- Proposed a Light Part-M with certain features which may interface with NPA 2015-17. In particular:
  - 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.
  - **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.**



## **Review of comments to NPA 2015-08**

**NAAAs were consulted at the Production & Maintenance TAG meeting on 12 November 2015**

**First meeting of the Part-M GA Task Force (Industry and NAAAs) took place on 18/19 November 2015.**

**An additional meeting of the Part-M GA Task Force will take place on 13/14 January 2015.**

**Opinion and CRD expected to be published in March 2016.**



# Review of comments to NPA 2015-08

## Current discussions in the Part-M GA Task Force include certain elements which may interface with NPA 2015-17. In particular:

- **The new Part-ML (new Annex VI to Regulation 1321/2014) would be:**
  - Applicable to Aeroplanes up to 2730 Kg, sailplanes, balloons, ELA2 airships and helicopters certified for up to 4 occupants up to 1200 Kg.
  - Applicable to all types of operations **except CAT licenced air carriers (Reg. 1008/2008), which would be covered by Part-M.**
- **Part-M would not contain any alleviations.**
- **The new Part-ML would contain a simplified combined organisation (with privileges for maintenance, continuing airworthiness management and airworthiness reviews).**
- **Part-ML would allow airworthiness review by maintenance organisations together with the annual/100h inspection.**



# Review of comments to NPA 2015-08

- **Part-ML would allow airworthiness review by independent mechanics together with the annual/100h inspection.** This staff needs to be approved by the NAA, with the following criteria:
  - The person has to hold a Part-66 licence or, if it does not exist, a national certifying staff qualification.
  - The authorisation has to be requested to the NAA responsible for the Part-66 licence or national qualification.
  - The NAA has to assess the knowledge of the person in relation to airworthiness reviews and relevant paragraphs of Part-ML (AMC material to be provided by EASA).
  - 1 airworthiness review under supervision of the NAA before getting the authorisation.
  - Authorisation issued on a template (defined in AMC material)
  - 1 airworthiness review per year minimum to keep the validity of the authorisation. Otherwise, a new airworthiness review under supervision is needed.

Once the authorisation is issued, there is mutual recognition (the person can issue ARCs on aircraft registered in any Member State).





# Review of comments to NPA 2015-08

- **Remove the limitation for CAMOs where personnel issuing the ARC cannot be involved in the maintenance of the aircraft.**
- **Allow the extension of the ARC even if maintenance is performed by independent certifying staff.**



# CONCLUSIONS



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- **Although certain consistency is desirable between the future Part-ML (NPA 2015-08) and the outcome of this NPA 2015-17, this is not a must.**
- Part-ML will be fully independent from Part-M and will be applicable to light aircraft not used in CAT. It will contain its own requirements related to airworthiness reviews as a result of NPA 2015-08.
- The content of NPA 2015-17 will eventually be applicable only to Part-M and will not affect those aircraft (as long as they are not operated in CAT).