



EASA

European Aviation Safety Agency

NPA 2015/17: Coordination with General Aviation

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New 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



CONCLUSIONS

- **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).