



**EASA**  
European Aviation Safety Agency

## Update on General Aviation issues

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# **CS-STAN: Standard Changes and Standard Repairs**



## CS-STAN: Standard Changes and Repairs

**CS-STAN was published through Decision 2015/016/R on 09 July 2015 in order to introduce certain Standard Changes and Standard Repairs, which would not need to go through the EASA or DOA approval process.**

- The objective was to have a document similar to the FAA AC43-13, but replacing the field approval of the FAA system (which does not exist in Europe) by the release issued by maintenance certifying staff.
- CS-STAN refers to certain repairs/changes included in FAA AC43-13 and in certain existing national documents.



# **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.**

- Introduces the alleviations for General Aviation proposed in Opinion 10/2013.



## Regulation (EU) 2015/1088 (Part-M GA Task Force Phase I)

### **ALLEVIATIONS INTRODUCED:**

➤ **1) New option for ELA2 aircraft not involved in commercial operations (M.A.201(e)2):**

The owner may contract the development and approval processing of the aircraft maintenance programme (AMP) to a Part-145 or Subpart F maintenance organisation.

In this option, it is not possible to use the indirect approval procedure.

➤ **2) New option for ELA1 aircraft not involved in commercial operations (M.A.302(h)4):**

The owner may issue a declaration (no NAA approval) for the AMP subject to compliance with the conditions described in M.A.302(h)4.

➤ **3) New option for ELA1 aircraft (except airships) not involved in commercial operations (M.A.302(i)):**

The owner may use the “Minimum Inspection Programme” as the basis for the AMP

NOTE: The AMP still has to be customised to the particular aircraft registration (see M.A.302(h) and the template contained in AMC M.A.302(e))



## Regulation (EU) 2015/1088 (Part-M GA Task Force Phase I)

### **ALLEVIATIONS INTRODUCED (continuation):**

➤ **4) 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).



## Regulation (EU) 2015/1088 (Part-M GA Task Force Phase I)

### **ASSOCIATED AMC/GM**

- **Expected to be published by EASA in September 2015. Will introduce:**
  - Guidance on the content of the contract for the AMP between owner and CAMO.
  - Guidance on the responsibilities of the owner when issuing a declaration for the AMP.
  - Guidance on the responsibilities of owners, CAMOs, maintenance organisations and NAAs in relation to the AMP.
  - Guidance on the annual review of the AMP.
  - A standard template for the customisation of the AMP. Applicable to all non-complex motor-powered aircraft.
  - Examples of Minimum Inspections Programmes.
  - Guidance on when a hangar may not be needed.
  - Guidance on the indirect approval for increasing the scope of work for CAMOs and Subpart F maintenance organisations.





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



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

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

- **Proposes a Light Part-M with the following features:**
  - 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.
  - Use of Minimum Inspection Programmes and self-declaration of maintenance programme.
  - Elimination of the list of complex maintenance tasks.
  - 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.



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

### (continuation):

- Defects on non-required equipment may be deferred by the pilot.
- Defect on required equipment may be deferred per the MEL.
- Other defects may be deferred by the pilot with the authorisation of the owner (only for non-commercial aircraft).
- Guidance on how to assess the risk of a particular aircraft for the purpose of deviations to recommendation from Design Approval Holder based on the FOCA proposal.



# **B2L and L Part-66 licences**



## Background

**The B2L and L licences were proposed in Opinion 05/2015 on 22 June 2015.**

**It was presented to the Commission and the Member States in the EASA Committee of July 2015 and will be discussed again in the EASA Committee of October 2015.**

**Rule expected to be adopted by the Commission in the second half of 2016.**



# Which licences are proposed

## ➤ **The B2L aircraft maintenance licence:**

- For avionics and electrical systems.
- For aircraft other than those in the group of complex aircraft (Group 1).
- Based on “system ratings”.
- Progressive (eventually leading to a full B2, if so wished).

**NOTE:** Some prospective B2 licence holders may be eligible for B2L immediately due to the reduced experience requirements.

## ➤ **The L aircraft maintenance licence:**

- For airframe, power-plant, mechanical and electrical systems, radio, ELT, transponders and limited avionics.
- For sailplanes, powered-sailplanes, balloons, airships and ELA1 aeroplanes.
- It will replace at a certain point the current national qualifications.