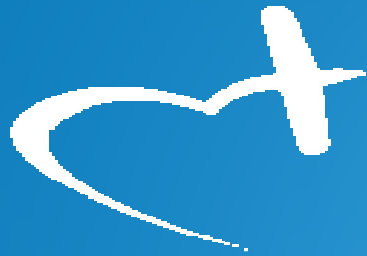




EASA
European Aviation Safety Agency



Simpler, lighter, better rules for
General Aviation

Easier maintenance rules in the EU coming soon

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New Part-ML (Light Part-M) and Part-CAO



Opinion 05/2016

13 April 2016: Opinion 05/2016 was published.

**Proposes a Light Part-M (Part-ML) and a new
“Combined Airworthiness Organisation” (Part-
CAO)**

Before end 2016: Discussion and voting by the European Commission and the EU Member States.

Summer 2017: Expected date for adoption by the Commission, once agreed by the Parliament and Council.



Light Part-M (Part-ML)



Light Part-M (Part-ML)

➤ **Applicable to private and commercial operations of:**

- aeroplanes up to 2730 Kg,
- other ELA2 aircraft and
- helicopters up to 4 occupants and 1200 Kg.

if they are not complex motor-powered aircraft.

➤ **Not applicable to Commercial Air Transport (in the sense of licensed air carriers per Regulation (EC)1008/2008).**

NOTE: This means that Part-ML covers all sailplanes and balloons, even if they carry passengers (they are excluded from (EC) 1008/2008)



Light Part-M (Part-ML)

- **Part-ML is the only option for this category of aircraft** (they cannot use Part-M).
- **All other aircraft must follow Part-M** (including those partially used for CAT operations)
- **If an aircraft moves from Part-ML to Part-M** (because it changes to CAT operations):
 - **Maintenance programme to be approved by NAA.** Additional maintenance may be needed.
 - **An airworthiness review by a CAMO or NAA and a new ARC must be issued.**



Light Part-M (Part-ML)

Declaration/approval of Maintenance Programme (AMP):

- **Not possible to have the AMP approved by the NAA.**

- **For aircraft managed by a CAMO or CAO (mandatory for commercial operations):**
 - The CAMO or CAO approves the AMP.
 - Justifications to deviations from manufacturer recommendations must be provided to the owner.

- **For aircraft not managed by a CAMO or CAO (only possible for non-commercial operations):**
 - The AMP is declared by the owner.
 - No justification for deviations needed.



Light Part-M (Part-ML)

Independent certifying staff can issue the ARC together with the 100h/annual inspection (for non-commercial operations)

- **The staff needs to be authorised by the NAA, as follows:**
 - The person must hold a Part-66 licence or national qualification.
 - The authorisation is issued by the NAA responsible for such licence or qualification.
 - The NAA has to assess the knowledge on airworthiness reviews and Part-ML.
 - 1 airworthiness review under supervision of the NAA.
 - **Authorisation valid for 5 years.**
- Authorisation mutually recognised by all Member States if based on a Part-66 licence (**can issue ARCs on any EU registered aircraft**)
- If the authorisation is based on a national qualification, they **can only issue ARCs on aircraft registered in that country.**



Light Part-M (Part-ML)

Maintenance organisations can issue the ARC together with the 100h/annual inspection.

Template for the AMP:

- In order to facilitate and standardise the development of the AMP.

Deferment of defects by the pilot (for non-commercial operations):

- Possible for the pilot to defer defects with the agreement of the owner.

ARC document:

- **Part-ML contains only the Form 15c (the reverse side can be used for release of 100h/annual inspection).**
- Part-M contains the Forms 15a and 15b.



Light Part-M (Part-ML)

Simple case example for non-commercial operations

- Owner can manage the continuing airworthiness of the aircraft (no obligation to contract CAMO or CAO)
- Maintenance can be performed by independent staff (no obligation to contract a maintenance organisation)
- Owner will declare the AMP, with possible deviations to manufacturer recommendations
- Airworthiness review and ARC may be issued by independent certifying staff together with the 100h/annual inspection.

NOTE: Organisations can be contracted/used if desired.



Light Part-M (Part-ML)

Organisations still required for:

- **Maintenance and continuing airworthiness management of aircraft involved in commercial operations.**
- **Airworthiness reviews of aircraft involved in commercial operations.**
- **Extension of ARCs.**



“Combined Organisation Approval” (Part-CAO)



Part-CAO

Proposes a new “Combined Airworthiness Organisation” (Part-CAO) for General Aviation:

- **Applicable to non-complex non-CAT aircraft** (some aircraft will follow Part-M and others Part-ML)
- **Combines the privileges of a Subpart-F maintenance organisation and a CAMO.**
- **No SMS:** They will continue with the current Quality System (or organisational reviews if the organisation is small).
- **Introduces simplified requirements.**



Part-CAO

- **Organisations holding CAMO, Part-145 or Subpart F approvals will be issued a Part-CAO approval upon application**, with 2 years to correct any findings (mostly linked to the need to amend the exposition).
- Limitations will be introduced to maintain the current scope of work.
- Limitations can be removed (if desired) when complying with the corresponding differences and including the corresponding procedures in the exposition.
- **Organisations can keep the current CAMO or Part-145 approval** (needed for complex aircraft and CAT)



Part-CAO

- **NAAAs can still issue Subpart F approvals for 1 year after applicability of the new rule.**
- **Existing Subpart F approvals will be valid only until 2 years after applicability of the new rule.**
After that, Part-CAO will be needed.



Part-CAO

Simplifications introduced:

- **Combined privileges** for maintenance, continuing airworthiness management, airworthiness reviews, permit to fly.
- **Single exposition** for all activities.
- **Simplified approval certificate** (no aircraft types, just categories)
- **More privileges for the organisation to manage changes:**
 - **Approval by the NAA only required for:**
 - aeroplanes above 2730Kg,
 - helicopters of more than 1200 Kg or 4 occupants and
 - workshop maintenance of complete turbine engines.
 - **Other aircraft and components can be introduced in the scope of work by the organisation** (with approved procedure)
 - **Changes to facilities, tooling, equipment, etc, can be managed by the organisation** (with approved procedure)



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Many thanks for your attention!

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