



EASA

European Aviation Safety Agency

General Aviation activities (in the field of Continuing Airworthiness)

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Part-M GA Task Force (Phase II)

AGREED WAY FORWARD:

Create a Part-ML (Part-M Light):

- Applicable to aeroplanes up to 2730 Kg, other ELA2 aircraft and helicopters up to 4 occupants and 1200 Kg.
- Applicable to private and commercial operations **but not to Commercial Air Transport (in the sense of licensed air carriers per (EC)1008/2008).** **This means that Part-ML still covers all sailplanes and balloons, even if they carry passengers (balloons and sailplanes are excluded from 1008/2008)**

Create a combined simplified organisation approval for General Aviation (for all non-complex non-CAT aircraft)

- Combines the privileges of a maintenance organisation and a CAMO.
- Introduces simplified requirements.
- Provides a very significant benefit to GA organisations (ECOGAS, GIPAG...).

Do not apply SMS requirements to General Aviation organisations.

- They will continue with the current Quality System (or organisational reviews if the organisation is small).



Part-M Light

Applicability of Part-ML

- Applicable to aeroplanes up to 2730 Kg, other ELA2 aircraft and helicopters up to 4 occupants and 1200 Kg.
- Applicable to private and commercial operations **but not to Commercial Air Transport (in the sense of licensed air carriers per (EC)1008/2008)**. This means that it covers all sailplanes and balloons.
- Part-ML is the only option for this category of aircraft.
- All other aircraft (including all aircraft involved in CAT) would have to follow Part-M.
- If an aircraft moves from Part-ML to Part-M (because it changes to CAT operations):
 - The maintenance programme must be approved by the NAA. Additional maintenance maybe needed to comply with it.
 - An airworthiness review by a CAMO and a new ARC issued.



Part-M Light

Declaration/approval of the Maintenance Programm (AMP):

- Part-ML does not have the possibility for the NAA to approve the AMP:
 - For aircraft managed by a CAMO:
 - The CAMO approves the AMP with proper justifications to any deviations from DAH recommendations.
 - For aircraft not managed by a CAMO:
 - The AMP is declared by the owner (no justification for deviations needed)
 - Part-ML would include a “default” AMP which could be used by owners as long as:
 - The data from the manufacturer is used.
 - All the recommendations are followed (with no deviations).
 - No repairs/modifications (with maintenance requirements), life-limited components, repetitive ADs, etc exist for the aircraft.
- In this case, no need to declare/approve the AMP



Combined organisation approval

Organisation requirements:

- Part-ML would not contain organisation requirements.
- A separate organisation approval Part-CAO (Continuing Airworthiness Organisation) for General Aviation would be introduced with the following features:
 - Applicable to all non-complex motor-powered aircraft not used in CAT operations (this means that it could be used for aircraft covered by Part-ML plus certain aircraft covered by Part-M).
 - With combined privileges for maintenance, continuing airworthiness management and airworthiness reviews.
 - With simplified requirements.
 - **With no SMS requirements.**
 - Organisations already holding CAMO, Part-145 or Subpart F approvals would be automatically issued a Part-CAO approval (with certain limitations depending on their current scope of work), with 2 years to correct any findings. These limitations could be removed when complying with the corresponding differences.



Combined organisation approval

Organisation requirements:

- The creation of this combined approval Part-CAO for General Aviation would mean:
 - No need for Subpart F approval (can be deleted from Part-M after a certain transition period), since it is 100% covered by Part-CAO.
 - The current CAMO approval:
 - Would be removed from Part-M and re-introduced as a separate Part-CAMO.
 - **Would contain SMS requirements.**
 - Would become only necessary for CAT operations and complex motor-powered aircraft (the other aircraft and operations can contract a Part-CAO organisation).



Combined organisation approval

| PROPOSAL |
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| Part-M (Subpart F and CAMO removed after a certain transition) |
| Part-ML (does not include organisation requirements) |
| Part-CAMO (with SMS) Necessary only for CAT and CMPA aircraft |
| Part-145 |
| Part CAO (Combined approval for Maintenance, Continuing Airworthiness Management and Airworthiness Review for General Aviation, No SMS) Scope: Non-complex, non CAT aircraft. |
| Part-66 |
| Part-147 |
| Part-T (Third Country aircraft) |