General Aviation activities (in the field of Continuing Airworthiness)

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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).
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.
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.
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

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<tr>
<td><strong>Part-M</strong> <em>(Subpart F and CAMO removed after a certain transition)</em></td>
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<td><strong>Part-ML</strong> <em>(does not include organisation requirements)</em></td>
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| **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)* |