

FLYING

IN THE EU:



MAINTAINING YOUR AIRCRAFT

A guide for GA owners & pilots

5 Rules you need to know for maintaining your aircraft

according to the current EASA regulations:

- 1 As the owner, you can manage the continuing airworthiness of your aircraft. No certified aircraft maintenance organisation is needed (CAMO). Managing the continuing airworthiness includes, for example, planning what and when maintenance has to be performed, deciding which AD (Airworthiness Directives) are applicable and keeping the maintenance records updated.
- 2 The maintenance can be done by independent mechanics. There is no need for a maintenance organisation, other than in exceptional cases.
 - a. If you have an ELA 1 aeroplane, sailplane, balloon or airship the mechanic's qualifications are described in national rules.
 - b. For other aircraft the mechanic must have Part-66 license.
- 3 As the owner, you can also do certain maintenance tasks such as replacement of seats, brakes, batteries etc. (More can be found in AMC to Appendix VIII to Part-M).
- 4 The Maintenance Program needs to be approved by the national aviation authority of the state of registry. The Maintenance Program is developed on the basis of manufacturer instructions and customised to the particular aircraft.
- 5 A periodic Airworthiness Review is needed (every 1 to 3 years depending on who manages and maintains the aircraft) to ensure the aircraft is in an airworthy condition and renew the airworthiness review certificate (ARC). This can be done either by the NAA of the State of Registry or by a CAMO.

Changes are underway towards simpler, lighter and better rules for General Aviation. For this reason the text in grey box highlights areas of change in the immediate future (rule change to be adopted Summer 2015). This is also called: **Phase I** of 'EASA Part-M GA Task Force'.

Phase I (2015)

Towards simpler rules for ELA 1 aircraft

4 The Maintenance Program for ELA 1 aircraft (not used for commercial operations) does not need to be approved by a national aviation authority. You as the owner can declare the maintenance program. You can use Minimum Inspection Programmes (annual / 100 hour inspection) published by EASA. The Maintenance program is customised to the particular aircraft using a template published by EASA.

5 A periodic Airworthiness Review is still needed, but for ELA 1 not commercial it can also be done by the maintenance organisation performing the annual /100 hour inspection.

Phase II (rule expected in 2017)

Towards simpler rules for ELA 2 aircraft and 'Part-M Light'

The changes do not stop in Phase I. The ambition of the Agency is to proceed with even further changes towards simpler regulations. For this reason there is work underway towards a Phase II aimed at becoming applicable within 2017.

4 and 5: Both alleviations from Phase I will also become applicable to ELA 2 aircraft. For ELA1 aircraft, the Airworthiness Review becomes possible to be conducted also by independent mechanics.

6 **NEW!** Defect deferment by the pilot is possible with agreement from the owner for aircraft up to ELA2.

Introducing 'Part-M Light'

Compared to Part-M it will have:

- Simple wording and easy to understand
- Removed non-applicable material from the original Part-M
- Removed all the organisation requirements (they will be kept in Part-M)
- All possible new alleviations as described in previous Phases as well as new ones



