

EASA Part M (Subpart G and Subpart F)

Introduction

This information is relevant to General Aviation aircraft not used for commercial Air Transport and is of particular interest to aircraft owners/operators, licensed engineers and organisations seeking approval under EASA Part M Subpart G (Airworthiness Management Organisation) and Subpart F (Maintenance Organisation).

The European Aviation Safety Agency (EASA) is the agency of the European Union for aviation safety. The agency became operational in 2003 pursuant to European Parliament and Council Regulation 1592/2002 referred to as the Basic Regulation. The implementing rule for Continued Airworthiness, EC 2042/2003 contains detailed requirements for the continued airworthiness of aircraft including maintenance of all non commercial aircraft under 5700kg. Aircraft listed in Annex 2 of the Basic Regulation are excluded from these requirements and national regulations apply instead.

When EC 2042 comes into force for non commercial aviation, multi-engine helicopters will be classified as large aircraft and will have to be managed by a Part M Subpart G Airworthiness Management organisation and maintained by a Part 145 maintenance organisation.

General Aviation (GA) as defined in this leaflet means Small Aircraft not used for Commercial operations.

How will the new regulations affect you as the Owner/Operator of a General Aviation aircraft?

Aircraft will be issued with an EASA non expiring Certificate of Airworthiness which will be validated by an Airworthiness Review Certificate (ARC). The ARC will be valid for one year and may be extended twice for a one year period before it must be reissued.

To ensure the continued airworthiness of an aircraft an airworthiness review must be carried out periodically. This airworthiness review includes a review of technical documentation and the physical survey of the aircraft.

When an aircraft is continuously managed and maintained by an organisation approved in accordance with Part M Subpart G, this activity is carried out by a Subpart G organisation without the intervention of the IAA.

When an aircraft is not managed by the same organisation the ARC is issued by the IAA based on a recommendation from an approved Subpart G organisation.

ARCs are currently issued by the IAA under national rules; this will continue until September 2008 when the requirements of EC2042/2003 will apply to General Aviation and ARCs may be issued and extended by Part M Subpart G Continuing Airworthiness Management Organisations (CAMO).

Highlights of Part M EC2042/2003 as they apply to General Aviation are set out below. A copy of the full regulation is accessible on the EASA website

Part M paragraph M.A.201 states in summary that the owner is responsible for ensuring that:

- The aircraft is maintained in an airworthy condition
- Any operational and emergency equipment fitted is correctly installed and serviceable
- The airworthiness certificate remains valid
- The maintenance of the aircraft is performed in accordance with the approved maintenance programme

Paragraph M.A. 201 allows the owner to contract:

- The tasks associated with the continuing airworthiness to an approved Continuing Airworthiness Management Organisation (CAMO). In this case, the CAMO assumes responsibilities for the proper accomplishment of these tasks.
- The maintenance to an approved maintenance organisation.

Paragraph M.A. 304 Approval of Modifications and Repairs:

- Modifications and repairs must be approved according to Part-21.
- EASA will work on publishing standard practise manuals that will alleviate this requirement for the simple cases. These documents will initially be based on FAA Advisory Circular AC 43. 13.

Paragraph M.A. 305 Aircraft Continuing Airworthiness Records:

For General Aviation the existing system of log books may be used to satisfy the requirements of this paragraph.

Subpart G Continuing Airworthiness Management Organisation (CAMO):

An approved CAMO may manage the continuing airworthiness of non-commercial air transport aircraft as listed on the approval certificate. The CAMO may be authorised to approve the maintenance programme itself. The CAMO may be approved to issue and extend the validity of the Airworthiness Review Certificate M.A. 901 Subpart I refers.

Subpart F Maintenance Organisation

This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the maintenance of aircraft and components not listed in M.A.201(f) and (g).

M.A.602 Application

An application for issue or variation of a maintenance organisation approval shall be made on a form and in a manner established by the Irish aviation Authority.

M.A.603 Extent of Approval

The grant of approval is indicated by the issue of a certificate by the Irish Aviation Authority. The M.A.604 approved maintenance organisation's manual must specify the scope of work.

A maintenance organisation may maintain any aircraft and or component which it is approved at the locations specified in the approval certificate.

Maintenance on components must be performed by Subpart F or Part 145 organisations. However, certifying staff qualified in accordance with M.A.801 (b) (2) may perform maintenance on components while they are installed on the aircraft

Paragraph M.A. 801 Certificate of Release to Service (CRS):

A Certificate of Release to Service shall be issued before flight at the completion of any maintenance by;

- A Part 145 organisation.
- A Subpart F organisation.
- A Part-66 licensed engineer for non-complex tasks (see Part M Appendix V11) excluding components off the aircraft.
- An authorised person in the case of Gliders and Balloons.
- A pilot owner MA 803 (see part M Appendix V111)

A pilot-owner is the person who owns or jointly owns the aircraft being maintained and holds a valid pilot license with the appropriate type or class rating.

For any privately operated aircraft of simple design with a maximum take-off mass of less than 2730 Kg, glider and balloon, the pilot-owner may issue the Certificate of Release to Service after the limited pilot owner maintenance listed in Appendix VIII to Part-M.

A Certificate of Release to Service issued by a pilot-owner should contain the following statement:

Certifies that the limited pilot-owner maintenance except as otherwise specified was carried out in accordance with Part-M and in respect to that work the aircraft is considered ready for release to service

Tasks included in the AFM/Operators Handbook are not considered “Maintenance tasks” except in those cases where there is an attachment to the AFM showing the maintenance schedule.

Aircraft not affected by the EASA Regulations

Aircraft in the categories listed in Annex 2 to the Basic Regulation 1592/2002 are not affected by the EASA regulations and remain the subject of national regulations. The existing IAA arrangements will remain in place for the aircraft in the categories below:

- Historic aircraft which are non complex aircraft whose: initial design was established before 1.1.1955 and production has been stopped before 1.1.1975.
- Aircraft having a clear historical relevance, related to a participation in a noteworthy historical event; or a major step in the development of aviation; or a major role played into the armed forces of a Member State.
- Aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;
- Aircraft of which at least 51 % is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;
- aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;

- aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:
 - 300 kg for a land plane/helicopter, single-seater; or
 - 450 kg for a land plane/helicopter, two-seater; or
 - 330 kg for an amphibian or floatplane/helicopter single-seater; or
 - 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;
 - 472.5 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system;
 - 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;
- And, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS);
- Single and two-seater gyroplanes with a maximum take off mass not exceeding 560 kg;
- Gliders with a maximum empty mass, of no more than 80kg when single-seater or 100kg when two-seater, including those which are foot launched;
- Replicas of aircraft meeting the criteria of (a) or (d) above, for which the structural design is similar to the original aircraft;
- unmanned aircraft with an operating mass of no more less than 150 kg;
- Any other aircraft which has a maximum empty mass, including fuel, of no more less than 70 kg.

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Information regarding the agency and the Regulations may be found on EASA web site www.easa.eu.int