



Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Milieu

Part M Light

Zweefvliegtechnici conferentie
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Huidig: EU 1321/2014 incl Amd EU 2015-1536

Onderhoudsregime voor (powered) sailplanes mbt OHP, CAMO, ARC:

- Verschil eisen, wel/niet:
 - ELA1 (tot aan 1,200 kg MTOM)
 - Commercieel (A-A, CSO, Com ATO)
- [CAW Responsibilities Overview EC 2015-1536 sailplanes.docx](#)



Huidig: OHP

- Verplicht: AD's, Airworthiness Limitations
- Keuze niet-verplichte instructies van TC houder & autoriteit:
 1. Opvolgen
 - => Afwijken mag indien onderbouwd.
 - => goedkeuring ILT/CAMO of verklaring eigenaar
 2. Afwijken
 - => geen onderbouwing nodig
 - => ten minste Minimum Inspection Program
 - => verklaring eigenaar + neemt gehele verantwoordelijkheid



OHP en ILT Maintenance Directives

- MD is niet verplicht maar instructie van autoriteit.
- Afwijken mag zolang aan MIP voldaan wordt.
- Bijv:
 - 2 jaarlijkse functional test transponder => MIP stelt jaarlijkse operationele test



Minimum Inspection Program - inhoud

- Jaarlijks (+1 M). Shall contain the following:
 - Servicing tasks as required by the Design Approval Holder's requirements.
 - Inspection of markings.
 - Review of weighing records and weighing in accordance with Commission Regulation (EU) No 965/2012 (1), point NCO.POL.105.
 - Operational test of transponder (if existing).
 - Operational test of the pitot-static system
 - inspection of the condition and attachment of the structural items, systems and components corresponding to the following areas:
 - For ELA1 sailplanes and ELA1 powered sailplanes:
 - Airframe
 - Cabin and cockpit
 - Landing gear
 - Wing and centre section
 - Empennage
 - Avionics and electrics
 - Powerplant (when applicable)
 - Miscellaneous systems such as removable ballast, drag chute and controls, and water ballast system



OHP – jaarlijkse evaluatie

- Door CAMO of eigenaar
 - ARC 15b (onafh persoon van uitvoering onderhoud)
- Door GWK:
 - Tesamen met ARC (15c) en uitvoering jaarlijkse inspectie
 - GWK :
 - persoon ('zzp') of
 - Namens onderhoudsbedrijf



Part-ML - Status

- Notice of Proposed Amendment NPA 2015-08
- Opinion 05/2016, 13 april 2016
 - Samen met Comment Response Document
 - Besproken in EASA Committee 27 okt 2016
 - Besproken in Technical Body op 16 november 2016
- Op agenda voor
 - Taskforce GA op 11 jan 2017?
 - EASA Committee van feb 2017?
- Publicatie: okt 2017?

Disclaimer:

Text hierna is gebaseerd op Opinion 05/2016.
Uiteindelijke wet kan anders zijn!



Part-ML - Applicability

- **Applicable to private and commercial operations of:**
 - aeroplanes up to 2730 Kg,
 - other ELA2 aircraft

'ELA2 aircraft' means the following manned European Light Aircraft:

- (i) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor- powered aircraft;
- (ii) a sailplane or powered sailplane of 2 000 kg MTOM or less;
- (iii) a balloon;
- (iv) a hot air ship;
- (v) a gas airship complying with all of the following characteristics:
 - 3 % maximum static heaviness,
 - non-vectored thrust (except reverse thrust),
 - conventional and simple design of structure, control system and ballonnet system, and
 - non-power assisted controls;
- (vi) a Very Light Rotorcraft;



Verskil Part-M <> Part-M Light

	Nu	Part M Light
Toepassing	ELA1 (powered) sailplanes (1,200 kg)	ELA2 (powered) sailplanes (2,000 kg)
AMP opstellen	Eigenaar of CAMO of Part-145 of Part-MF	Eigenaar of CAO of CAMO of Part 145 of Part-MF
AMP goedkeuring	ILT of CAMO of Eigenaar mag verklaring tekenen	ILT of CAMO of CAO of Afwijken: Eigenaar verklaring Geen afwijking: geen OHP document nodig (!)
ARC door	CAMO (15b) Part-145/Part-MF (15c) 'ELA1' persoon (aanbeveling ARC afgifte => 15a, wel ILT accepted,)	CAMO/ CAO/Part-145/Part-MF (15c), optie verlengen igv managen 'ELA2' persoon (ARC afgifte => 15c, met ILT autorisatie)



Part-ML: ARC

- **Possibility for independent certifying staff to perform the airworthiness review and issue the corresponding ARC at the same time they perform the annual inspection contained in the maintenance programme (applicable to sailplanes, balloons, hot-air airships and ELA1 aeroplanes operated under Part-NCO rules).**
- This option (ref. ML.A.901(b)4) is limited to aircraft operated under Part-NCO rules because according to ML.A.201(c)2, when the aircraft is not operated under Part-NCO rules it has to be maintained by approved maintenance organisations (this is a requirement of point 8(g) of Annex IV to the Basic Regulation).
- Any holder of an appropriate Part-66 maintenance licence is granted this privilege as long as he/she is satisfied that he/she has the appropriate knowledge of the parts of Part-ML relevant to continuing airworthiness management, performance of airworthiness reviews and issue of ARCs. This knowledge can be obtained through self-study, training or experience. This privilege is valid for aircraft registered in any Member State. For those cases where a Part-66 licence does not exist (such as the current case of sailplanes, balloons, airships and ELA1 aeroplanes until the L-licence is available), the independent certifying staff will need to hold a qualification valid in the State of Registry. This means that the privilege to perform airworthiness reviews and issue ARCs will be limited to aircraft registered in such Member State and will not benefit from mutual recognition when the aircraft is transferred to another Member State.



Andere regelgeving in ontwikkeling:

- Technical Records (CRD)
- Airworthiness Review Process + Import of Aircraft from other Regulatory System