Abbreviations

Various abbreviations

AML	**A**ircraft **M**aintenance **L**icense, a definition by EASA.
ATA	**ATA chapters** refer to the numbering system and referencing standards for commercial aircraft documentation. Through the ATA chapters, different systems and procedures of aircraft are detailed, allowing personnel to understand certain areas of commercial aircraft quickly and easily. ATA chapters were created by the **A**ir **T**ransport **A**ssociation.
CRS	A maintenance release shall be completed and signed with a **C**ertificate of **R**elease to **S**ervice to certify that the maintenance work has been performed in accordance with the maintenance programme or other approved data and procedures.
EASA	**E**uropean Union **A**viation **S**afety **A**gency Link It's the European authority for civil aviation. Switzerland is legally subject to these regulations, even though Switzerland is not part of the European Union (EU).
EASA Part-21	The Part-21 describes the definitions for the **development, design** and **production** of parts and components which are installed in an aircraft.
EASA Part-66	An aircraft **maintenance license** is subject to the definitions of Part-66 by EASA, which, together with the licence, gives the aircraft technician the right to sign a CRS.
EASA Part-145	The Part 145 refers to a regulatory framework by EASA that defines the standards for obtaining and maintaining the certification of **aircraft maintenance organisations**. This regulation ensures that aircraft maintenance practices meet the required safety and quality standards.
EASA Part-147	The Part 147 refers to a regulatory framework by EASA that governs the approval and oversight of organisations providing **aircraft maintenance training**. It sets out the requirements for these training organisations to meet in terms of facilities, training programmes, instructors' qualifications and examination processes.
EASA Part-CAMO	The Part-CAMO defines requirements for the quality system of organisations who operate aircraft to ensure the **continuing airworthiness**. The requirements are mainly aimed to operators of **commercial** and **complex aircraft**.
EASA Part-CAO	The Part-CAO is the simplified version of the Part-CAMO, aimed to operators of **non-commercial** and **non-complex aircraft**.

SAMA
SVFB
ASEA
ASMA

Various abbreviations

EASA Part-M/-ML	The Part-M (and Part-ML for "light") defines technical specifications regarding standards in the maintenance programme and its documentation, in component classification, definitions for the CRS and the airworthiness review certificate.
ELA	**European Light Aircraft**, a definition by EASA.
FOCA	**Federal Office of Civil Aviation** **Link** It's the Swiss national authority for civil aviation.
ICAO	**International Civil Aviation Organization** **Link** The ICAO is a specialised agency of the United Nations (UN). The aim of the organisation is to promote the sustainable growth of the global civil aviation system.
MTOM	**Maximum Take-off Mass** It is usually the weight information used to create aircraft classes or categories.

Here you can find all frequently used abbreviations by EASA **Link**

Maintenance intervals for aircraft

Preflight-Check	A **«preflight-check»** must be carried out **before every flight**.
Light Maintenance	A **«light maintenance»** is carried out **every 250 to 1'000 flight hours**, depending on the aircraft type, and takes between 6 and 24 hours.
Base Check	A **«base check»** is carried out and **every 1 to 3 years**, depending on the aircraft type. It usually takes about 5'000 working hours and thus several weeks.
First HMV	A **«first heavy maintenance visit»** takes place for the first time **after 6 years** and, depending on the aircraft type, can take more than 10'000 working hours.
Second HMV	A **«second heavy maintenance visit»** takes place **every 12 years** and can take several tens of thousands of working hours, depending on the aircraft type,.

EASA License categories

A1	Aeroplanes Turbine	(mechanics)
A2	Aeroplanes Piston	(mechanics)
A3	Helicopters Turbine	(mechanics)
A4	Helicopters Piston	(mechanics)
B1.1	Aeroplanes Turbine	(mechanics)
B1.2	Aeroplanes Piston	(mechanics)
B1.3	Helicopters Turbine	(mechanics)
B1.4	Helicopters Piston	(mechanics)
B2	License applicable to all aircraft	(electrics)
B2L	License applicable to COM/NAV, instruments, auto flight, surveillance and airframe systems.	
B3	License applicable to piston engine non-pressurized aeroplanes of 2'000 kg MTOM and below.	
L1	Sailplanes	
L1C	Composite sailplanes	
L2	Powered sailplanes and ELA1 aeroplanes	
L2C	Composite powered sailplanes and ELA1 aeroplanes	
L3H	Hot-air balloons	
L3G	Gas balloons	
L4H	Hot-air airships	
L4G	ELA2 gas airships	
C	License applicable to aeroplanes and helicopters	

FOCA License categories

S Swiss national S-Licenses can be obtained in the following working areas:

- Avionics
- Instruments
- Devices, Equipment
- Engines
- Balloons & Airships
- Propellers
- Special Procedures (e.g. Sheetmetal, Wood & Fabric, Composite, Galvanic)