



As agreed, the information coming to all will be sent in English language, thank you!

# New EASA Maintenance Regulation released today!

COMMISSION IMPLEMENTING REGULATION (EU) 2019/1383 of 8 July 2019

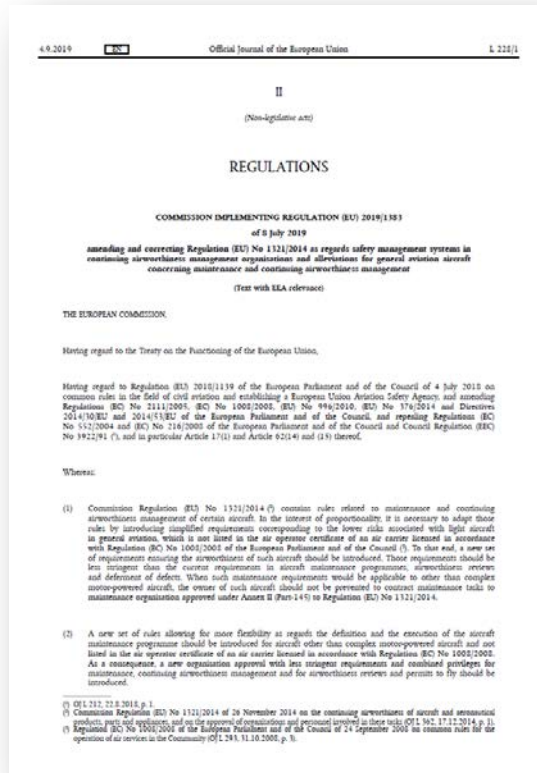
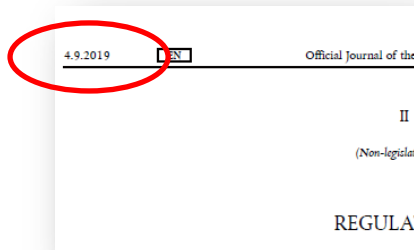
amending and correcting

## Regulation (EU) No 1321/2014

as regards **safety management systems** in continuing airworthiness management organisations

and

alleviations for **general aviation aircraft** concerning maintenance and continuing airworthiness management.



The Copy (English) in the Member Area is marked with the appropriate Parts. This to ease reading the Regulations:

Annex	also called	Part	Pages
I		M	6-32
II		145	33-41
III		66	37
IV		147	38-41
V	Annex V <sup>a</sup>	T	42-44
V <sup>I</sup>	Annex V <sup>b</sup>	ML	45-70
V <sup>II</sup>	Annex V <sup>c</sup>	CAMO	71-88
V <sup>III</sup>	Annex V <sup>d</sup>	CAO	89-105

Here is the link to the EUR-Lex: [Commission Implementing Regulation \(EU\) 2019/1383](https://eur-lex.europa.eu/eli/reg/2019/1383/oj)

Be careful with the definition used by EASA. There is no General Aviation Aircraft defined so far and the term is used incorrectly since General Aviation is defined by ICAO. ICAO is actually defining the type of operation of an aircraft and has nothing to do with the size of any Aircraft or Rotorcraft being used (e.g. B-737 BBJ or Gulfstream IV used by a private owner).

As already explained by Mrs V. Borer during our General Assembly, within Part-ML and Part-CAO the limit is as follows:

- Aircraft below 2730kg
- Rotorcraft max. 4 seats and below 1200kg
- Non-Complex
- Management only for NCO (Non Commercial Operation) Aircraft
- Maintenance only for NCO Aircraft
- But no SMS required

In the Part-ML you will find Appendices which are important for all of us! Appendix I (pages 65/66) is used to define the contracting to a CAO or CAMO. The Appendix II (page 67 only) shows what the limits are for pilot-owner maintenance and finally Appendix III (pages 68/69) lists all complex maintenance tasks that are **not allowed to be released** by the pilot-owner!

#### Appendix II

##### Limited pilot-owner maintenance

In addition to the requirements laid down in this Annex, the pilot-owner shall comply with the following basic principles before it carries out any maintenance task:

##### (a) Competence and responsibility

- (1) The pilot-owner shall always be responsible for any maintenance he performs.
- (2) The pilot-owner shall hold satisfactory level of competence to perform the task. It is the responsibility of a pilot-owner to familiarise himself with the standard maintenance practices for his aircraft and with the AMP.

##### (b) Tasks

The Pilot-owner may carry out simple visual inspections or operations to check the airframe, engines, systems and components for general condition, obvious damage and normal operation.

A maintenance task shall not be released by the pilot-owner if any of the following conditions occurs:

- (1) it is a critical maintenance task;
- (2) it requires the removal of major components or a major assembly;
- (3) it is carried out in compliance with an AD or an airworthiness limitation item (ALI) unless specifically allowed in the AD or the ALI;
- (4) it requires the use of special tools or calibrated tools (except for torque wrench and crimping tool);
- (5) it requires the use of test equipment or special testing (e.g. non-destructive testing (NDT), system tests or operational checks for avionics equipment);
- (6) it is composed of any unscheduled special inspections (e.g. heavy-landing check);
- (7) it affects systems essential for the instrumental flight rules (IFR) operations;
- (8) it is a complex maintenance task in accordance with Appendix III, or it is a component maintenance task in accordance with point (a) or (b) of point M.L.A.502;
- (9) it is part of the 100-h/annual check (for those cases the maintenance task is combined with the airworthiness review performed by maintenance organisations or independent certifying staff).

The criteria referred to in points (1) to (9) cannot be overridden by less restrictive instructions issued in accordance with the AMP referred to in point M.L.A.302.

Any task described in the aircraft flight manual (or other operational manuals), for example preparing the aircraft for flight (assembling the sailplane wings, or performing a preflight inspection, or assembling a basket, burner, fuel cylinders and an envelope combination for a balloon, etc.), is not considered a maintenance task and, therefore, does not require a CRS. Nevertheless, the person assembling those parts is responsible for ensuring that those parts are eligible for installation and in a serviceable condition.

##### (c) Performance and records of the pilot-owner maintenance tasks

The maintenance data, as specified in point M.L.A.401, must always be available during the conduct of pilot-owner maintenance and must be complied with. Details of the data referred to in the conduct of pilot-owner maintenance must be included in the CRS in accordance with point (d) of point M.L.A.803.

The pilot-owner must inform the contracted CAMO or CAO (if such contract exists) about the completion of the pilot-owner maintenance tasks no later than 30 days after completion of these tasks in accordance with point (a) of point M.L.A.305.