

# FLYING IN THE EU:



UPDATE  
2017

## MAINTAINING YOUR AIRCRAFT

A guide for GA owners & pilots

# New EASA rules for aircraft maintenance: simpler, better...cheaper!

## Simpler Part-66 licenses for GA aircraft mechanics (B2L and L licences)

**Already voted favourably by the Member States and currently undergoing the adoption process by the European Commission.** The text proposes that Competent Authorities start issuing B2L licences 6 months after adoption and L licences on 1 October 2018.

### 1. B2L avionics licence:

- Similar privileges (avionics and electrical systems) as a B2 licence but only for non-complex aircraft.
- Less training, examination and experience needed. Similar topics as the B2 licence but excludes those complex systems typical of commercial air transport aircraft (easier exams).
- It is based on systems ratings. This means that, for example, as soon as the licence holder gets knowledge and experience in “Communication and Navigation” systems, the B2L licence can be endorsed with this rating and the person can start certifying maintenance on those systems.
- The licence holder can increase the privileges by adding new system ratings at any time.



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## 2. L licence:

- It is a licence for sailplanes, balloons, airships and ELA1 aeroplanes.
- Allows the holder the following on any EU registered aircraft:
  - Release of maintenance, including the incorporation of CS-STAN<sup>1</sup> repairs and modifications.
  - Perform airworthiness reviews and issue the ARC.
- Very simplified requirements:
  - No training required.
  - Examination can be performed anywhere agreed by the authority (for example, at a manufacturer, aeroclub, association, etc).
- Persons having maintenance privileges under the national systems will be converted to the L licence and will keep the same privileges.
- After 1 October 2018 the national authorities will start issuing L licences and cannot issue national qualifications anymore.
- After 1 October 2019 every mechanic must have the L licence because the national qualifications will not be valid.

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1 CS-STAN is a Certification Specification describing standard changes and repairs which can be incorporated on the aircraft without seeking approval. For example, for installation of antennas. More information about CS-STAN can be found in: [easa.europa.eu/cs](http://easa.europa.eu/cs)

# CS-STAN: Standard changes and repairs already approved which can be incorporated on your aircraft

Standard changes and standard repairs contained in CS-STAN are already approved, which means:

- They can be made on the aircraft by a mechanic immediately.
- There is no need to have it approved by EASA or by a Design Organisation.

Some examples:

- Installation of VHF voice communication system
- Installation of antennas
- Installation of “FLARM” equipment (collision avoidance system for General Aviation)
- Installation of Angle of Attack indicator system

**This can already be done!**

Additional standard changes and standard repairs are currently being proposed in NPA 2016-17, which was published on 07 December 2016. These are expected to be adopted during summer 2017.

# “Light Part-M” and Part-CAO organisation approval

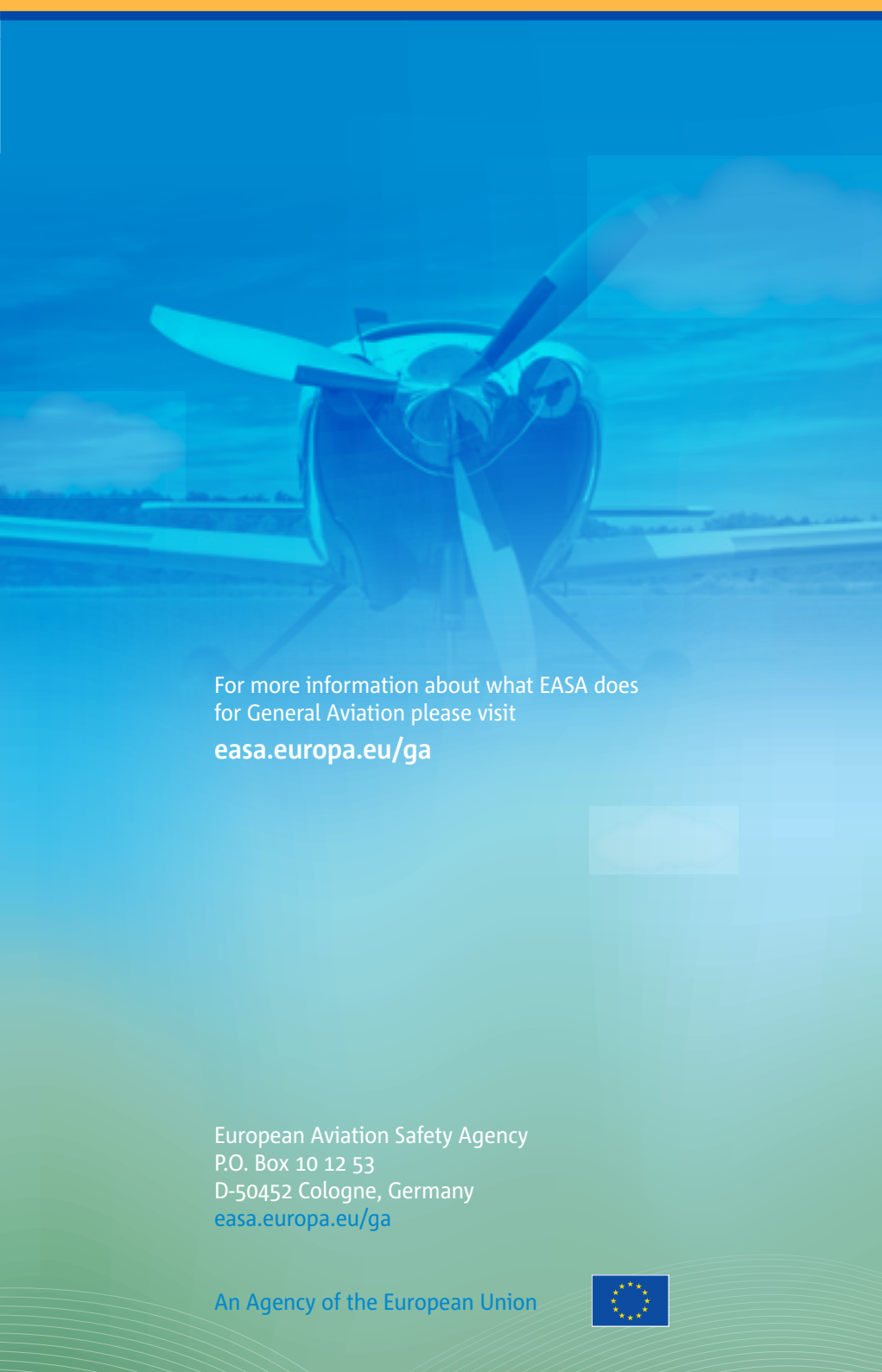
Main benefits of the “Light Part-M” for owners:

- It is simple to understand.
- It does not require approval of the maintenance programme by the national authorities and deviations to the manufacturer recommendations are possible.
- Airworthiness reviews can be performed also by maintenance organisations and independent certifying staff.
- The pilot can defer certain defects without the involvement of maintenance personnel.

Main benefits of the “Part-CAO” for organisations:

- It is a simplified approval with combined privileges for maintenance, continuing airworthiness management and airworthiness reviews.
- Reduces the involvement of the NAA in the approval of changes to the scope of work.
- It does not contain SMS requirements.
- Existing CAMOs, Subpart F and Part-145 organisations can easily convert their approval into a Part-CAO approval.

**Currently waiting for the voting of the Member States and the adoption by the European Commission.**



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