

# EASA Part ML Regulatory Obligations – 1 Day

## Introduction

Part-ML simplifies existing maintenance rules and offers a less prescriptive approach to maintenance programs, airworthiness reviews, defects deferments, and Time Between Overhauls (TBO) extensions. It also provides additional privileges for pilots, owners, independent certifying staff, and small maintenance organizations. For example:

The CAA will no longer be involved in the approval of maintenance programs for Light Aircraft. A new Airworthiness Review Certificate (EASA Form 15c) is introduced that can be issued by the CAA, by an approved organization or by independent Part-66 engineers with an appropriate authorization

Part-ML applies to the following aircraft when not listed in the air operator certificate (AOC) of an air carrier licensed in accordance with Regulation (EC) No 1008/2008 and not classified as a complex motor-powered aircraft. (It is applicable to both private and commercial operations of airplanes):

Airplanes of 2730 kg maximum take-off mass (MTOM) or less

Rotorcrafts with a 1200 kg MTOM or less, certified with a maximum of 4 occupants

Other EL2 aircraft (Note – This means that all sailplanes and balloons are also included.)

### Main Benefits of Part-M Light

Specifically, these amendments attempt to reduce the impact of the limitations imposed by the Basic Regulation. The main benefits are that:

It is simple to understand

It does not require approval of the maintenance program by the national authorities and deviations from the manufacturer's recommendations are possible

Airworthiness reviews can be performed also by maintenance organizations and independent certifying staff

The pilot can defer certain defects without the involvement of maintenance personnel

## Who is the course for?

It is for persons who are involved in EU General Aviation including Maintenance & Quality Staff, CAMOs, as well as anyone with an interest to achieve an effective understanding of the Part M Light Environment and Airworthiness Review Process.

The course will also be of interest to Inspectors and Management Personnel of Civil Aviation Authorities.

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## What is the Benefit of this Training – What will I learn?

- a) Achieve a solid understanding related to Part-ML Environment Continued Airworthiness Management (CAM) including Subpart I Airworthiness Review Certificates (ARC)
- b) Be able to demonstrate Part-ML Understanding and Functionality and to be able to avoid or mitigate problems
- c) Be able to use the regulation to understand the engagement with the Combined Airworthiness Organisation (CAO).

## Detailed Content / Topics - The following Subjects will be addressed

Introduction

Definitions

Basic Introduction to EASA Regulations

Subpart A General

Subpart B Accountability

- ML.A.201 Responsibilities
- ML.A.202 Occurrence reporting

Subpart C Continuous Airworthiness

- ML.A.301 Continuing-airworthiness tasks
- ML.A.302 Aircraft maintenance program
- ML.A.303 Airworthiness directives
- ML.A.304 Data for modifications and repairs
- ML.A.305 Aircraft continuing-airworthiness record system
- ML.A.307 Transfer of aircraft continuing-airworthiness records

Subpart D Maintenance Standards

- ML.A.401 Maintenance data
- ML.A.402 Performance of maintenance
- ML.A.403 Aircraft defects

Subpart E Components

- ML.A.501 Classification and installation
- ML.A.502 Component maintenance
- ML.A.503 Service-life-limited components
- ML.A.504 Control of unserviceable components

Subpart H Certificate of Release to Service (CRS)

- ML.A.801 Aircraft certificate of release to service
- ML.A.802 Component certificate of release to service
- ML.A.803 Pilot-owner authorization

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## Subpart I Airworthiness Review Certificate (ARC)

- ML.A.901 Aircraft airworthiness review
- ML.A.902 Validity of the airworthiness review certificate
- ML.A.903 Airworthiness review process
- ML.A.904 Qualification of Airworthiness Review Staff
- ML.A.905 Transfer of aircraft registration within the Union
- ML.A.906 Airworthiness review of aircraft imported into the Union
- ML.A.907 Findings

Appendix I — Continuing-airworthiness management contract

Appendix II — Limited Pilot-owner maintenance

Appendix III — Complex maintenance tasks not to be released by the Pilot-owner

Appendix IV — Airworthiness review certificate (EASA Form 15c)

## Target Groups

General Aviation, Maintenance & Quality Staff, CAO – CAMO Staff, and Airworthiness Review Process. The course will also be of interest to Inspectors and Management Personnel of Civil Aviation Authorities.

## Pre-requisites

A background in an aviation environment will benefit the delegate as will a basic understanding of Aviation technical terms.

## Learning Objectives

The primary purpose of this training is to provide a thorough understanding of the Role of Part-ML in specifically the area of the Maintenance CAMO & ARC. The course also aims to provide a full understanding of the regulations and considers in detail all relevant procedures, responsibilities, and tasks.

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*"I found satisfying answers to all my questions."  
"The instructor demonstrated very deep knowledge of the subject."  
"The length of the course fit my needs and expectations."  
"The content was really effective, I gained a lot of new knowledge."  
"The practical examples were perfectly delivered."*

## Duration

1 day – Start at 09.00 and finish at 17.00, with appropriate refreshment breaks.  
To register for this training, please email [team@sassofia.com](mailto:team@sassofia.com) or Call +359 28210806

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