

Title	Revised Part-M requirements for aircraft not used in Commercial Air Transport and Pilot owner maintenance
NPA Number	2007-08

Deutscher Aero Club e.V. (DAeC) (j.neumann@daec.de) has placed **15** unique comments on this NPA:

Cmt#	Segment description	Page	Comment	Attachments
386	(General Comments)	0	<p>The Deutscher Aero Club e.V. (DAeC) is the representing body of 100.000 air sport aviators in Germany.</p> <p>The working group MDM.032 is currently developing European Light Aviation processes for certification, operation and pilot licensing of aircrafts up to 1000 kg MTOM (ELA.1) resp. 2000 kg MTOM (ELA.2). DAeC strongly believes that this NPA is not covering maintenance rules for those kinds of aircraft. It is therefore requested to start rulemaking activities for the development of maintenance requirements for aircraft certified under the ELA process and to define a procedure for transferring existing aircraft into the ELA-system upon request of TC-Holder or aircraft owner. To avoid the implementation of Part M for aircraft, which will likely fall into the future ELA-system, DAeC requests to postpone the implementation of Part M until a complete set of rules for the ELA-system is in place.</p> <p>M.B.604 Continuing oversight The German NAA see the workshop of each club as a subsidiary of the Maintenance organisation. Some Maintenance organisations, if this interpretation is applied, then have approx. 130 subsidiaries. The NAA is of the opinion that each subsidiary has to be audited by the NAA. This will cause a huge amount of money necessary to get the initial approval. The regulation should make provision</p>	

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			for non commercial aircraft maintenance that auditing of up to 10% of the subsidiaries is sufficient to get an overview of the organisations performance.	
388	A. Explanatory Note - IV. Content of the draft opinions and the draft decision - B) Envisaged changes resulting from Task M-017	7 - 13	<p>39 and 40 DAeC welcomes the changes which will allow a CAMO to issue the ARC without the need to have the aircraft managed by the CAMO and without the need for having maintenance performed only at approved maintenance organisations.</p> <p>However this change of the regulations is contradicted by M.A.201 (i) in those cases where the Member State requests the operator to hold a certificate for its operational activities. In some Member States the operators are re-requested to hold a certificate for flight training even in light aviation (e.g. sailplanes). DAeC suggests introducing a weight limit as threshold in M.A.201 (i).</p> <p>Changes rejected: 52 The use of FAA AC 43-13 was rejected by formal reasons. DAeC believes that AC 43-13 can be used as approved maintenance data if a decisions was taken to classify a repair as minor according to Part 21 procedures in each case. This would reduce cost and effort to develop repair data for standard cases.</p> <p>DAeC suggest to come up with a list of minor repairs covered by AC 43-13 or a similar document during the envisaged rulemaking task starting in 2008.</p>	
474	A. Explanatory Note - IV. Content of the draft opinions and the draft decision - C) Envisaged changes resulting from Task M-005	14 - 20	<p>DAeC welcomes the proposed changes for Pilot-Owner maintenance in order to</p> <ul style="list-style-type: none"> • adapt appendix VIII more to the different categories of aircraft • ensure that pilot-owner maintenance is permitted for members of a flying club. 	

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476	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.A.302 Maintenance programme	50 - 51	DAeC welcomes these rule changes as an improvement.	
477	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.A.502 Component maintenance	51	DAeC welcomes these rule changes as an improvement.	
478	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.A.615 Privileges of the organisation	52	DAeC welcomes these rule changes as an improvement.	
479	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.A.707 Airworthiness review staff	52 - 53	DAeC welcomes these rule changes as an improvement.	
480	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.A.709 Documentation	53	DAeC welcomes these rule changes as an improvement.	
481	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.A.712 Quality system	53	The replacement of a quality system by organisational reviews is no real improvement. The scope of organisational reviews as defined in Appendix XII is very close to the scope of audits performed by the competent authority. DAeC therefore suggests to drop quality systems or organisational reviews as long as no ARC is issued for aircraft above 2730 kg and just to perform external audits.	
482	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - M.B.901 Assessment of recommendations	57	DAeC welcomes the changes which will allow a CAMO to issue the ARC without the need to have the aircraft managed by the CAMO and without the need for having maintenance performed only at approved maintenance organisations. However this change of the regulations is contradicted by M.A.201 (i) in those cases where the Member State requests the operator to hold a certificate for its operational activities. In some Member States the operators are re-requested to hold a certificate for flight training even in light aviation (e.g. sailplanes). DAeC	

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			<p>suggests introducing a weight limit as threshold in M.A.201 (i).</p> <p>M.A.201 (i) should read as follows: (i) When an operator of aircraft above 2730 kg MTOM is requested by a Member State to hold a certificate for its operational activities, other than for commercial air transport, it shall: [...]</p> <p>Some Member States have made good experience by carrying out airworthiness reviews / physical inspections every 24 or 36 month only. No safety thread was detected by that approach. DAeC therefore suggests extending the period of validity of an ARC to 24 month in cases of sailplanes and powered sailplanes.</p>	
484	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - Part M Appendix I "Continuing Airworthiness Arrangement"	58 - 60	<p>5.1 No. 8. and 5.2 No. 9. : occurrence reporting The arrangement obliges both the owner and the CAMO to carry out occurrence reporting. This duplication is may not in the sense of the regulation.</p> <p>5.1 No. 7. "For aircraft of 2730 kg and below, that are not used in commercial air transport, the recommendation will be limited to the import of an aircraft in accordance with Part-21 or M.A.904" This seems to be a comment only and should be reviewed whether its should be a part of the arrangement.</p>	
485	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - Part M Appendix VIII C/Pilot Owner Maintenance Tasks for Sailplanes and Powered Sailplanes	67 - 71	<p>ATA 24: Wiring installation is allowed except for COMMS, NAV and ENG. A GPS system included into a flight computer may be regarded as a NAV system. The regulation should read: "Wiring - Installation of simple wiring connections to the existing wiring for additional equipment such as electric variometers, flight computers but excluding required communication, navigation systems and engine wiring."</p>	

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			<p>ATA 25 and ATA 24 Regarding the terms ‘required’ and ‘essential’ instruments/equipment reference should be made to AMC M.A.501 (c) [Standard Parts] for clarification. See also Agency Decision No 2006/14/R.</p> <p>Switches: Delete “Replacement without soldering”. The use of a soldering iron is common practice and should not be considered as using special tools.</p>	
486	B. Draft Rules - II. Draft Opinion (EC) No 2042/2003 - Part M Appendix VIII D/Pilot Owner Maintenance Tasks for Balloons/Airships	72 - 73	Table lines in B) Burner and D) Fuel cylinder: The “No” doesn’t make sense in case of Gas Balloons and should be replaced by “N/A”	
487	B. Draft Rules - III. Draft Decision AMC to Part M - AMC M.A.401(c) Maintenance data	75	DAeC welcomes that clarification.	
488	B. Draft Rules - III. Draft Decision AMC to Part M - AMC M.A.803 Pilot-owner authorisation	89	<p>Some Member States issue licences which are lifelong valid, but the person holding the licence is entitled to exercise its privileges only, if the pilot holds a valid medical and the flight experience is current. DAeC requests to clarify that even in those cases where the person lost its privileges the person is still allowed to carry out pilot-owner maintenance.</p> <p>This proposal is based on proven experience in flying clubs. Pilots losing their medical fitness do usually not lose their skills towards maintenance. Allowing such persons still to carry out pilot-owner maintenance allows them to remain as a valuable member of the social community flying club without any negative impact on airworthiness of the aircraft maintained.</p> <p>AMC MA.803 3. is somewhat misleading as it could read in order that the list of names of pilots designated to perform pilot-owner maintenance has to be approved by the competent authority or CAMO. The AMC should clarify that</p>	

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			the list of names is attached to the maintenance programme by the owner without any prior approval by the competent authority or CAMO managing the aircraft.	