

**Miscellaneous**

**No:** 1561 Correction

**UK Regulation (EU) 2018/1139**

**Publication date:** 21 December 2022

**General Exemption E 5828**

---

## **Certification of Aircraft with Electric Powerplant**

### **Background**

- 1) There are a small number of Pipistrel electric powered engines maintained by Part CAO organisations. The UK Type Certificate Data Sheet (TCDS) has been accepted by the GAU Design & Certification Team in the UK Type Rating List (SRG 1782) as a Category E aircraft, enabling the aircraft rating to be added to an engineer's aircraft maintenance licence. However, there is currently no means for UK licenced engineers to certify this aircraft under Part 66 as there is no Category E in Part 66. A rulemaking task is ongoing to address this gap with expected implementation in 2024.
- 2) This exemption is granted to meet urgent operational needs enabling maintenance staff to maintain and certify aircraft with an electric powerplant whilst the change to the legislation is ongoing.
- 3) This exemption is applicable to the approved Part CAO organisation maintaining UK registered aircraft with an electric powerplant, listed in the organisation's exposition and the SRG1782 publication.

### **Interpretation**

- 4) In this exemption, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced hereafter as "UK Regulation (EU) year/number" or "UK Regulation (EU) No. number/year".

### **Exemption**

- 5) The CAA, pursuant to Article 71(1) of UK Regulation (EU) 2018/1139, hereby exempts, subject to paragraph 6, any organisation identified in paragraph 3 from the requirements of Article 5(1) of UK Regulation (EU) No. 1321/2014 providing for certifying staff to be qualified in accordance with the requirements of Annex III (Part 66) when certifying aircraft with electric powered engines.
- 6) This exemption is granted subject to the following conditions.
  - a) The certifying staff are employed by the organisation on a permanent basis and;-

- i. hold a valid UK Part 66 licence already endorsed with B1.1 or B1.2 or L2C (excluding composite powered sailplanes) subcategory, as applicable,
  - ii. have successfully completed the relevant manufacturer courses in relation to the electric powerplant,
  - iii. have recorded their relevant practical experience on the aircraft/engine type, and
  - iv. have successfully completed a type examination (oral) with the CAA in accordance with Part 66 Appendix III.
- b) On successful completion of the above, the organisation shall issue an authorisation to the individual, to be held with their aircraft maintenance licence.
- c) All other applicable requirements in respect of UK Regulation (EU) No.1321/2014, Annex III (Part 66) have been satisfied.
- d) The documents evidencing points 6(a)(i)-(iv) are placed with the licence holder records held by the organisation as part of the organisation authorisation records.
- e) Following the amendment of Part 66 related to the inclusion of Category E, the affected licences should be submitted to the CAA for reissue together with the evidence described in points 6(a)(ii)-(iv) to enable the change.

**Date in Force**

- 7) This exemption has effect from the date it is signed until 29 February 2024, both dates inclusive, unless previously revoked.

Carl Christian  
for the Civil Aviation Authority

21 December 2022

Note: This ORS4 has been corrected to exclude composite powered sailplanes from the scope of the exemption.