

## GR No. 24 Light Aircraft Piston Engine Overhaul Periods

1 [Article 54](#) of the [Air Navigation Order 2016](#) (as amended) requires that aircraft registered in the United Kingdom, for which a Certificate of Airworthiness (C of A) is in force, are maintained in accordance with an approved Maintenance Programme. The instructions for continuing airworthiness requirements relating to overhaul of light aircraft piston engines are normally defined as the engine manufacturers' recommended overhaul periods, where these have been promulgated under a system approved by the airworthiness authority responsible for the engine. CAA policy in respect of extensions to the recommended overhaul periods (operating time and calendar time) for piston engines used in light aircraft is set out in this Generic Requirement (GR).

- NOTE:**
- a) 'Light aircraft piston engine' in this context means either:
    - i) a piston engine installed in an aircraft, the Maximum Take Off Weight of which does not exceed 2730 kg; or
    - ii) a piston engine of 400 hp (298 kW) or less.
  - b) For the purpose of this GR 'engine' is as defined in the EASA's publication "CS-Definitions" and includes the components and equipment necessary for satisfactory functioning and control. The propeller and its associated equipment are excluded except for those components that are part of the engine type design.
  - c) For the purpose of this GR, the definitions of 'Public Transport', and 'Commercial Operation' shall be those of the [Air Navigation Order 2016](#) (as amended).
  - d) Following the introduction of Part M Light (Part-ML) under Regulation (EU) 2019/1383, which became applicable on 24 March 2020, this GR does not apply to EASA aircraft types.

2 It is emphasised that the CAA has taken the decision to allow extension of recommended overhaul periods as defined in 3.1.1 and 3.1.2 on the basis of the effect on airworthiness only. The economics of operation is not the responsibility of the CAA, although this may have been considered by the manufacturer in establishing the recommended overhaul periods. Aircraft Owners/Operators must make their own decisions on these other aspects. Unless satisfied that the engine remains in an airworthy condition, the Owner/Operator should have the engine overhauled.

3 Continuation in service shall be subject to compliance with paragraph 3.1, as qualified by paragraphs 3.1.1 to 3.1.2, as appropriate.

3.1 Unless otherwise stated, engines may be operated to the overhaul periods which have been recommended by the manufacturer and promulgated under a system approved by the airworthiness authority responsible for the engine. All such recommendations, whether stated in terms of operating time or calendar time, constitute a recommended overhaul period for the purposes of this GR, including recommendations by the manufacturer for reduced overhaul periods with particular types of operation or particular service bulletin/modification configurations.