



Explanatory Note to Decision 2019/009/R

Amendments to the acceptable means of compliance and guidance material to Commission Regulation (EU) No 1321/2014

RELATED NPA/CRD: 2012-15 — OPINION No 05/2015 — RMT.0135 (66.027)
RELATED NPA/CRD: 2012-03 — OPINION No 12/2013 — RMT.0555 (145.017)
OPINION No 07/2015 — RMT.0697

EXECUTIVE SUMMARY

The objective of this Decision is to issue the necessary amendments to the acceptable means of compliance (AMC) and guidance material (GM) to Commission Regulation (EU) No 1321/2014 following the regulatory amendments that were introduced by Commission Regulation (EU) 2018/1142 of 14 August 2018.

The present amendments to the AMC and GM introduce the following:

- Adaptation of the current B2 licensing requirements for the maintenance of avionics and electrical systems to the lower complexity of light aircraft, and establishing a simple and proportionate system for the licensing of certifying staff involved in the maintenance of aircraft other than aeroplanes and helicopters as well as for the maintenance of ELA1 aeroplanes.
- Control of suppliers of components and materials used in maintenance.

This Decision issues amendments to the AMC and GM to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T) to Commission Regulation (EU) No 1321/2014, and issues the AMC and GM to the articles of that Regulation.

Action area:	Continuing airworthiness; safety management; general aviation (GA)		
Affected rules:	Commission Regulation (EU) No 1321/2014; Commission Regulation (EU) 2018/1142; ED Decision 2015/029/R; ED Decision 2016/011/R		
Affected stakeholders:	National aviation authorities (NAAs); operators; continuing airworthiness maintenance organisations (CAMOs); approved maintenance training organisations; maintenance engineers/mechanics; GA		
Driver:	Safety; level playing field; efficiency/proportionality	Rulemaking group:	No
Impact assessment:	RMT.0135 (66.027): Yes RMT.0555 (145.017): Yes RMT.0697: n/a	Rulemaking Procedure:	Standard

● EASA rulemaking process



RMT.0555: 15.4.2011	12.4.2012	10.12.2013	14.8.2018	
RMT.0135: 15.4.2011	4.10.2012	19.6.2015	14.8.2018	28.3.2019
RMT.0697: n/a	n/a	12.10.2015	14.8.2018	



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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2019/009/R in line with Regulation (EU) 2018/1139¹ (the ‘Basic Regulation’) and the Rulemaking Procedure².

This rulemaking activity is included in following documents:

- in the Rulemaking Programme for 2014-2017³ under rulemaking task RMT.0555 (145.017) ‘Control of suppliers of components, parts and appliances used in maintenance’ (EASA Opinion No 12/2013);
- in EPAS for 2018-2022⁴ under rulemaking tasks RMT.0135 (66.027) ‘Maintenance licences for avionics for light aircraft, ELA1 aeroplanes, and aircraft other than aeroplanes and helicopters’.

The scope and timescales of the tasks were defined in the related Terms of Reference^{5,6,7}.

EASA reviewed the comments received during the public consultations of the related NPAs. The comments received and the EASA responses to them were presented in the related Comment-Response Document (CRD) 2012-03/CRD 2013-01(C)⁸, and CRD 2012-15⁹. For Opinion No 07/2015, and due to urgency, there was no NPA issued and consequently a separate initiative is taken to adopt the necessary AMC & GM.

Based on the comments received, EASA published Opinion No 12/2013¹⁰ on 10 December 2013, Opinion No 05/2015¹¹ on 19 June 2015, and Opinion No 07/2015¹² on 12 October 2015, which were also submitted to the European Commission. The related Commission Regulation (EU) 2018/1142 amending Commission Regulation (EU) No 1321/2014 as regards the introduction of certain categories of aircraft maintenance licences, the modification of the acceptance procedure of components from external suppliers and the modification of the maintenance training organisations’ privileges¹³ was published on 16 August 2018 in the Official Journal of the European Union.

The major milestones of this rulemaking activity are presented on the title page.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² EASA is bound to follow a structured rulemaking process as required by Article 115 of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the ‘Rulemaking Procedure’. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <https://www.easa.europa.eu/document-library/rulemaking-programmes/2014-2017-rulemaking-programme>

⁴ <https://www.easa.europa.eu/sites/default/files/dfu/EASA%20MB%20Decision%202008-2017%20Annex%201%20EPAS%202018-2022.pdf>

⁵ ToR 145.017 (RMT.0555) Issue 1: <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-145017-issue-1>

⁶ ToR 66.027 (RMT.0135) Issue 2: <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-66027>

⁷ ToR RMT.0251 (MDM.055) Issue 2: <https://www.easa.europa.eu/document-library/terms-of-reference/tor-mdm055>

⁸ <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2012-03crd-2013-01c>

⁹ <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2012-15>

¹⁰ <https://www.easa.europa.eu/document-library/opinions/opinion-122013>

¹¹ <https://www.easa.europa.eu/document-library/opinions/opinion-052015>

¹² <https://www.easa.europa.eu/document-library/opinions/opinion-072015>

¹³ Commission Regulation (EU) 2018/1142 of 14 August 2018 amending Regulation (EU) No 1321/2014 as regards the introduction of certain categories of aircraft maintenance licences, the modification of the acceptance procedure of components from external suppliers and the modification of the maintenance training organisations’ privileges (OJ L 207, 16.8.2018, p. 2) (<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32018R1142&qid=1550243629204&from=EN>).



2. In summary — why and what

2.1. Why we need to change the AMC and GM

Commission Regulation (EU) 2018/1142 amended Commission Regulation (EU) No 1321/2014 as proposed in EASA Opinions Nos 12/2013, 05/2015 and 07/2015.

The present Decision introduces in the related AMC and GM the necessary changes following the adoption of Commission Regulation (EU) 2018/1142 (amending Commission Regulation (EU) No 1321/2014). Commission Regulation (EU) 2018/1142 was the result of several NPAs:

- NPA 2012-03 'Control of suppliers of components and material used in maintenance'¹⁴;
- NPA 2012-15: Adapt the current B2 licensing requirements for maintenance of avionic and electrical systems to the lower complexity of light aircraft and propose a simple and proportionate system for the licensing of certifying staff involved in the maintenance of aircraft other than aeroplanes and helicopters and in the maintenance of ELA1 aeroplanes'¹⁵.

These proposed amendments were aimed at improving the licensing system but without direct safety concerns (for the amendments based on Opinion No 07/2015 whose drive is a safety concern, a separate initiative to develop AMC and GM is in progress).

After the NPA phase, no fundamental modifications were introduced to the draft proposed amendments; however, as the NPA phases were independent, the combination and integration of the different AMC and GM packages from each NPA has been necessary. The result are amendments to all existing annexes to Commission Regulation (EU) No 1321/2014, i.e. Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex IV (Part-147) and Annex Va (Part-T), and additionally a new annex to account for the AMC and GM to the articles of that Regulation (only one GM is introduced).

For the procedures for Part-145 organisations to control suppliers of spare parts (Opinion No 12/2013), the new B2L and L licences (Opinion No 05/2015) and the AMC and GM to Article 3 of Commission Regulation (EU) No 1321/2014, amendments to the related AMC and GM are necessary to allow for consistent implementation.

For the limitation of Part-147 privileges related to stand-alone basic examinations (Opinion No 07/2015), new AMC and GM are being developed; however, as this text has never been consulted, it will be the subject of a separate rulemaking project.

The amendments to Annex Va (Part-T), consisting only in a modification of the reference to two points of the Annex (no change of text), they were included to this rulemaking project.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2.

The specific objectives of this proposal are, therefore, as follows:

¹⁴ <https://www.easa.europa.eu/document-library/notices-of-proposed-amendments/npa-2012-03>

¹⁵ <https://www.easa.europa.eu/document-library/notices-of-proposed-amendments/npa-2012-15>

- For the procedures for Part-145 organisations to control suppliers of spare parts (Opinion No 12/2013), the objective is to help organisations to reduce the risks that are associated with the use of external suppliers and reduce the burden and costs that are associated with the evaluation of suppliers which serve more than one maintenance organisation. Opinion No 12/2013 includes terminology that is consistent with that contained in NPA 2013-01(C) since a significant number of rules, AMC and GM are affected by the changes in terminology related to the new SMS requirements, and their alignment was necessary.
- For the new B2L and L licences (Opinion No 05/2015), the objective is to adapt the current B2 licensing requirements for maintenance of avionics and electrical systems to the lower complexity of light aircraft and to propose a simple and proportionate system for the licensing of certifying staff involved in the maintenance of ELA1 aeroplanes as well as aircraft other than aeroplanes and helicopters.

2.3. How we want to achieve it — overview of the amendments

The amendments to the AMC and GM are related to the two opinions (namely, Opinion Nos 12/2013 and 05/2015) whose contents were consulted through the related NPAs, including AMC and GM. The content of Opinion No 07/2015 was not consulted through an NPA and no AMC and GM were drafted at the time. The amendments to the AMC and GM to Annex Va (Part-T) are included purely as correction of the references without any change in the content.

Opinion No 12/2013 ‘Control of suppliers’

This Opinion addressed a safety issue related to the risk that is associated with the acceptance of components from external suppliers. Acceptance of components is a routine process in the daily activities of any Part-145 maintenance organisation; therefore, clear requirements and detailed guidance material are necessary to ensure mitigation of the risks that are associated with such process. In order to mitigate such risks, Opinion No 12/2013 introduced changes to Part-M and to Part-145 to clarify the requirements for acceptance, installation and segregation of components, parts or material by persons and organisations that perform maintenance.

In addition, Opinion No 12/2013 proposed amendments to Article 3(2) to specify that organisations and persons that perform maintenance should comply with those requirements of Part-M which are applicable to them. It also proposed amendments to point M.A.502(d) to improve readability and to Appendix VII to remove the reference to non-existing point M.A.502(d)(3).

Opinion No 05/2015 ‘B2L and L Part-66 aircraft maintenance licences’

On 15 December 2009, EASA issued Opinion No 04/2009 ‘Aircraft maintenance licences for non-complex aircraft’¹⁶, which proposed a B3 and an L licence (following rulemaking task 66.022): The proposed B3 licence was similar to the B1.2 licence but with simplified requirements adapted to the lower complexity of light piston-engine aeroplanes. This B3 licence was adopted by Commission Regulation (EU) No 1149/2011¹⁷. However, the proposed L licence was a completely new concept applicable to sailplanes, balloons and some airships. This proposal was rejected during the comitology process due to

¹⁶ <https://www.easa.europa.eu/document-library/opinions/opinion-042009>

¹⁷ Commission Regulation (EU) No 1149/2011 of 21 October 2011 amending Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 298, 16.11.2011, p. 1).

its perceived complexity (two levels of licence and a significant number of ratings), and EASA was tasked to resubmit a new opinion with a simpler proposal.

In the meanwhile, in 2010, EASA launched another rulemaking activity with Terms of Reference (ToR) 66.027 (RMT.0135) 'Maintenance licences for avionics for light aircraft, ELA1 aeroplanes, and for aircraft other than aeroplanes and helicopters', whose objective was to introduce in Part-66 an avionics licence adapted to the lower complexity of GA aircraft. EASA decided, therefore, to amend the ToR for rulemaking task 66.027 to include also the additional work required for the new opinion related to the L licence.

Opinion No 05/2015 introduced the B2L licence (the letter 'L' meaning 'Light Aircraft') for avionics engineers in GA.

This B2L licence requires a lower level of knowledge, examination and experience, adapting these requirements to the lower complexity of light aircraft, which are not equipped (or are partially equipped) with those complex avionics systems that are typical of large aircraft flying in IFR. It is based on a progressive system which allows the inclusion of different system ratings. This allows to grant certifying staff and/or support staff the privileges for those systems that are included in the licence and, eventually, the possibility to progress to a full B2 licence when all the applicable systems are covered.

The B2L licence is applicable to all aircraft other than those in Group 1, and is divided in the following 'system ratings':

- communication/navigation (COM/NAV),
- instruments,
- autoflight,
- surveillance,
- airframe systems.

A B2L licence, when issued, must contain at least one of the ratings above. Afterwards, the licence holder may progressively add, within the same licence, other system ratings.

Regarding the avionics issue, Opinion No 05/2015 introduced the L licence. Its purpose is to cover ELA1 aeroplanes as well as aircraft other than aeroplanes and helicopters.

Compared to the original proposal of 2009, this new L licence only contains one level and is divided in the following subcategories:

- L1: sailplanes,
- L2: powered sailplanes and ELA1 aeroplanes,
- L3: balloons,
- L4: hot-air airships and ELA2 gas airships, and
- L5: gas airships above ELA2.

Annex II (Part-145) was amended to include the aforementioned new B2L and L licence categories to the licences held by certifying staff and support staff when Part-145 approved maintenance organisations carry out maintenance work on light aircraft. It was not necessary to amend Annex I (Part-M) to add similar requirements to the Subpart F approved maintenance organisations as the rule states that the



list of certifying staff required in the organisations must hold Part-66 licences without specifying the categories.

Appendix I ‘Basic knowledge requirements’, Appendix II ‘Basic examination standard’ and Appendix IV ‘Experience requirements for extending an existing Part-66 Aircraft Maintenance Licence’ to Part-66 have been amended in order to add the requirements that correspond to the B2L licence.

Appendix V ‘Application form — EASA Form 19’ and Appendix VI ‘Aircraft Maintenance Licence referred to in Annex III (Part-66) — EASA Form 26’ have been amended to add both B2L and L licence categories.

Regarding the L licence, the following appendices have been added: Appendix VII ‘Basic Knowledge and Training Requirements for category L aircraft maintenance licence’ and Appendix VIII ‘Basic examination standard for category L aircraft maintenance licence’.

Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014 has been amended to adapt the privileges of a training organisation to subcontract some modules of the training to the modules of the L licence category.

Appendix I ‘Basic training course duration’ to Annex IV (Part-147) has been amended to include training duration for both L and B2L licence categories.

Appendix II ‘Maintenance Training Organisation Approval referred to in Annex IV (Part-147) — EASA Form 11’ has been amended to add the L and B2 L licence categories.

Amendments to the AMC and GM to Annex Va (Part-T)

The AMC and GM to Annex Va (Part-T) are only amended to correct some references without any change to the content.



3. References

3.1. Related regulations

- Commission Regulation (EU) 2018/1142 of 14 August 2018 amending Regulation (EU) No 1321/2014 as regards the introduction of certain categories of aircraft maintenance licences, the modification of the acceptance procedure of components from external suppliers and the modification of the maintenance training organisations' privileges (OJ L 207, 16.8.2018, p. 2)

3.2. Affected decisions

- Executive Director Decision 2015/029/R of 17 December 2015 issuing acceptable means of compliance and guidance material to Part-M, Part-145, Part-66, and Part-147 of Regulation (EU) No 1321/2014 and repealing Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003 — 'AMC and GM to the Annexes to Regulation (EU) No 1321/2014 — Issue 2'
- Executive Director Decision 2016/011/R of 11 July 2016 amending the Acceptable Means of Compliance and Guidance Material to Annex I (Part-M), Annex II (Part-145) and Annex III (Part-66) to Commission Regulation (EU) No 1321/2014 in order to support the implementation of Commission Regulation (EU) 2015/1536, and issuing the Acceptable Means of Compliance and Guidance Material to Annex Va (Part-T) — 'Amendments to the AMC & GM to Annex I to Commission Regulation (EU) No 1321/2014 "Issue 2 — Amendment 1", amendments to the AMC & GM to Annex II to Commission Regulation (EU) No 1321/2014 "Issue 2 — Amendment 1", amendments to the AMC & GM to Annex III to Commission Regulation (EU) No 1321/2014 "Issue 2 — Amendment 1", and issue of the AMC & GM to Annex Va to Commission Regulation (EU) No 1321/2014 "Issue 1"'
- Executive Director Decision 2017/016/R of 1 June 2017 amending the Appendix I to Acceptable Means of Compliance to Part-66 of Regulation (EU) No 1321/2014 — Aircraft type ratings for Part-66 aircraft maintenance licences (AMC/GM to Part-66 — Issue 2, Amendment 2)

3.3. Other reference documents

None



4. Appendix

Not applicable

