

Explanatory Note

**Comment Response Document (CRD) to Notice of Proposed Amendment (NPA)
13/2005**

for amending Decision No 2003/19/RM of 28 November 2003 on acceptable means of compliance and guidance material to Commission 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, so as to amend Annex Acceptable Means of Compliance to Part-66 Appendix I

Part-66 AML – List of Aircraft Type Ratings

I. General

1. The purpose of this Notice of Proposed Amendment (NPA) was to amend Appendix I of Annex IV Acceptable Means of Compliance (AMC) to Part-66 to Decision 2003/19/RM of 28 November 2003.¹ It was proposed to replace the existing text in Part-66 AMC Appendix I by a reference to a list on the EASA website.

II. Consultation

2. The draft decision for an Executive Director Decision amending Decision No 2003/19/RM of 28 November 2003 on acceptable means of compliance and guidance material to Commission 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 was published on the Agency website (www.easa.eu.int) on 8 August 2005.
3. By the closing date of 19 September 2005, the Agency had received 91 comments from 32 national authorities, professional organisations and private companies.

III. Publication of the CRD and the Decision

4. All comments received have been acknowledged and incorporated into a Comment Response Document (CRD). This CRD contains a list of all persons and/or organisations that have provided comments and the answers of the Agency.
5. This task on updating Appendix I of AMC Part-66 is considered as a permanent rulemaking task for the Agency. The NPA represented the first update according to an accelerated procedure. The list will be updated three to four times per year according to the rulemaking procedure. However, the consultation period has been reduced to 6 weeks (comments should be received by the Agency not later than **19-02-2006**) and no regulatory impact assessment has been carried out. The Agency's Decision is issued together with the publication of this CRD.

IV. Further considerations

6. During the consultation process the Agency made some observations that need further consideration.
7. In the NPA the Agency addressed to stakeholders the question of denomination of piston engines for aircraft below 5700kg. It proposed three options: First, to denominate the exact piston engine as published with the NPA; second, to state

¹ Decision No 2003/19/RM of the Executive Director of the Agency of 28.11.2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 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.

just the denomination “piston engine”; third, to name the piston engine group (Normal piston engine, Diesel piston engine, Radial piston engine, Rotary piston engine and Wankel piston engine). In order to reach the best possible standardisation, stakeholders were asked to indicate their opinion on these three options.

Only a few comments addressed this question giving an inconsistent picture. The Agency therefore adopted the proposal of one commenter to designate only the make of the engine, e.g. Lycoming. This is found the best compromise between all options. The list has been changed accordingly.

8. When providing comments the Agency would like to ask stakeholders to state not only the aircraft type but also the engine. Some commenters stated the TCDS no. However, for the moment the Agency has no instantly available access to the TC databases of Member States. It would have to approach the NAA's to clarify the types. As this is very time consuming and slowing the amendment process the Agency asks stakeholders to provide the full designation, whenever possible. The same applies for the determination of the structure. Here as well the Agency would welcome the specification.
9. The objective of the NPA was to update a rather outdated list. Nevertheless, the Agency received several comments that would lead to a rule change. This cannot be accomplished through this or the following NPA's. This particular task is ongoing and follows an accelerated rulemaking procedure. For the amendment of Part-66 or related AMC/GM material the Agency is obliged to follow the rulemaking procedure.
10. The Agency has two tasks in its rulemaking inventory that are likely to start in 2006 respectively 2007. Both tasks address most of the concerns raised. Task 66.009 addresses the subject of group ratings for light aircraft and experience requirements. This encompasses the question if the structure classification is sufficient or if more groups are needed, the specification of the structure determination and the identification of representative types. The task will be expanded to address also general type rating issues. Task 66.010 addresses the concept of complex aircraft and their determination. For other issues the Agency would like to ask stakeholders to propose a rule change through the form provided on the Agency's website. The Agency will then assess the proposal and start a rulemaking task, when needed.