

European Aviation Safety Agency

**DECISION NO 2007/018/R
OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY
OF 18 DECEMBER 2007**

AMENDING THE ANNEXES IV AND V TO DECISION No 2003/19/RM OF THE EXECUTIVE DIRECTOR OF THE AGENCY OF 8 NOVEMBER 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

"RE-ISSUANCE OF THE PART-66 AIRCRAFT MAINTENANCE LICENCE"

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to the Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency¹ (hereinafter "The Basic Regulation"), and in particular Articles 13 and 14 thereof,

Having regard to the 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 tasks²,

Whereas:

- (1) It is necessary to update Decision No 2003/19/RM of the Executive Director of the Agency of 28 November 2003 by revising the existing and including new AMCs and GM.
- (2) The Agency shall issue certification specifications, including airworthiness codes and acceptable means of compliance, as well as any guidance material for the application of the Basic Regulation and its implementing rules.
- (3) The Agency, pursuant to Article 43.1(c) of the Basic Regulation and articles 5(3) and 6 of the EASA Rulemaking Procedure³, has widely consulted interested parties (see: NPA 2007-04⁴) on the matters which are the subject of this Decision and has provided thereafter a written response to the comments received (see: CRD No 2007-04⁵).

¹ OJ L 240, 7.9.2002, p. 1. Regulation as last amended by Commission Regulation (EC) No 334/2007 (*OJ L 88, 29.3.2007, p. 39*).

² OJ L 315, 28.11.2003, p. 1. Regulation as last amended by Commission Regulation (EC) No 376/2007 (*OJ L 94, 4.4.2007, p. 18*).

³ Management Board Decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ("Rulemaking Procedure"), EASA MB/08/07, 13.6.2007.

⁴ NPA 2007-04 is available at http://www.easa.europa.eu/home/r_archives.html

⁵ CRD 2007-04 is available at http://www.easa.europa.eu/home/r_archives.html

HAS DECIDED:

Article 1

Annexes IV and V to Decision No 2003/19/RM of the Executive Director of the Agency of the Executive Director of the Agency of 28 November 2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 2003 are hereby amended in accordance with Annex 1 to this Decision.

Article 2

This decision shall enter into force on 25 December 2007. It shall be published in the Official Publication of the Agency.

Done in Cologne, 18 December 2007

P. GOUDOU

Annex 1

In Annex IV to Decision No 2003/19/RM:

The paragraph AMC to 66.A.20(b)2 is modified as follows:

AMC 66.A.20 (b) 2 Privileges

~~The required 6-month experience should be on aircraft structure, powerplant and systems as appropriate to the category or subcategory and relevant to the type or group rating held.~~

~~Experience should be supported by documentary evidence.~~

The 6 months maintenance experience in 2 years should be understood as consisting of two elements, duration and nature of the experience. The minimum to meet the requirements for these elements may vary depending on the size and complexity of the aircraft and type of operation and maintenance.

1. Duration:

Within an approved maintenance organization:

- 6 months continuous employment within the same organisation; or
- 6 months split up into different blocks, employed within the same or in different organisations.

The 6 months period can be replaced by 100 days of maintenance experience in accordance with the privileges, whether they have been performed within an approved organisation or as independent certifying staff according to M.A.801(b)2 or as a combination here of.

When certifying staff maintains and releases aircraft in accordance with M.A.801(b)2, in certain circumstances this number of days may even be reduced by 50% when agreed in advance by the competent authority. These circumstances consider the cases where the holder of a Part-66 licence happens to be the owner of an aircraft and carries out maintenance on his own aircraft, or where a licence holder maintains an aircraft operated for low utilization, that does not allow the licence holder to accumulate the required experience. This reduction should not be combined with the 20% reduction permitted when carrying out technical support, or maintenance planning, continuing airworthiness management or engineering activities. To avoid a too long period without experience, the working days should be spread over the intended 6 months period.

2. Nature of the experience:

Depending on the category of the aircraft maintenance licence, the following activities are considered relevant for maintenance experience:

- Servicing;
- Inspection;
- Operational and functional testing;
- Trouble-shooting;
- Repairing;
- Modifying;
- Changing component;
- Supervising these activities;
- Releasing aircraft to service.

For category A certifying staff, the experience should include exercising the privileges, by means of performing tasks related to the authorization on at least one aircraft type for each

licence subcategory. This means tasks as mentioned in AMC 145.A.30(g), including servicing, component changes and simple defect rectifications.

For category B1 and B2, for every aircraft included in the authorization the experience should be on that particular aircraft or on a similar aircraft within the same licence subcategory. Two aircraft can be considered as similar when they have similar technology, construction and comparable systems, which means equally equipped with the following (as applicable to the licence category):

- a) Propulsion systems (piston or turboprop or turbofan or turboshaft or jet-engine or push propellers); and
- b) Flight control systems (only mechanical controls or hydro-mechanically powered controls or electro-mechanically powered controls); and
- c) Avionic systems (analog systems or digital systems); and
- d) Structure (manufactured of metal or composite or wood).

As an alternative to the above:

- In the case of B1 licence endorsed with group ratings (either manufacturer group or full group) as defined in 66.A.45(g) the holder may show experience on at least one aircraft type per group and per aircraft structure (metal, composite, wood).
- In the case of a B2 licence endorsed with group ratings (either manufacturer group or full group) as defined in 66.A.45(g) the holder may show experience on at least one aircraft type per group.

For category C, the experience should cover at least one of the aircraft types endorsed on the authorization.

For a combination of categories, the experience should include some activities of the nature shown in paragraph 2 in each category.

A maximum of 20% of the experience duration required may be replaced by the following relevant activities on an aircraft type of similar technology, construction and with comparable systems:

- Aircraft maintenance related training as an instructor/assessor or as a student;
- Maintenance technical support/engineering;
- Maintenance management/planning.

The experience should be documented in an individual log book or in any other recording system (which may be an automated one) containing the following data:

- a) Date;
- b) Aircraft type;
- c) Aircraft identification i.e. registration;
- d) ATA chapter (optional);
- e) Operation performed i.e. 100 FH check, MLG wheel change, engine oil check and complement, SB embodiment, trouble shooting, structural repair, STC embodiment...;
- f) Type of maintenance i.e. base, line;
- g) Type of activity i.e. perform, supervise, release;
- h) Category used A, B1, B2 or C.

Remark: as per article 5 of regulation 2042/2003, this experience requirement does not apply to:

- Certifying staff issuing a certificate of release of aircraft as per M.A.607(b);
- Pilot-owner certifying tasks according to M.A.803; and
- Certifying staff according to 145.A30(j) and Appendix IV of Part-145.

A new AMC to 66.B.120 is added:

AMC 66.B.120

The competent authority should not carry out any investigation to ensure that the licence holder is in current maintenance practice as this is not a condition for the renewal of a licence. Ensuring the continued validity of the certification privileges is a matter for the approved Part-145 / Subpart-F maintenance organization or the certifying staff in accordance with M.A.801(b)2 .

For the purpose of ensuring the continued validity of the certification privileges the competent authority may, when periodically reviewing the organizations in accordance with 145.B.30 or M.B.604, or during on the spot checks, request the licence holder for documentary evidence of compliance with 66.A.20(b) when exercising certification privileges.

In Annex V to Decision No 2003/19/RM:

The paragraph GM to 66.B120 is deleted:

~~GM 66.B.120~~

~~The competent authority will not be carrying out any investigation to ensure that the licence holder is in current maintenance practice as this is a matter for the maintenance organisation approved under Part 145 in ensuring validity of the Part 145 certification authorisation.~~