



TERMS OF REFERENCE

Task Nr:	66.027
Issue:	2 (in order to include Subject 2)
Date:	15 April 2011
Regulatory reference:	Annex III to Regulation (EC) No 2042/2003 (Part-66) and associated AMC/GM material
Reference documents:	<ul style="list-style-type: none">– CRD to NPA 2008-03 comment 134 from ECOGAS.– ECOGAS presentation in SSCC meeting on 18 November 2009 promoting a Part-66 licence for the maintenance of avionic systems in light aircraft.– Opinion No 04/2009 of the European Aviation Safety Agency of 11 December 2009 for a Part-66 aircraft maintenance licence for non-complex aircraft.

1. Subject: 'Maintenance licences for:

- **Avionics for light aircraft,**
- **ELA1 aeroplanes,**
- **aircraft other than aeroplanes and helicopters.'**

Amendment of Regulation (EC) No 2042/2003, mainly Part-66, in order to:

- adapt the current B2 licensing requirements for maintenance of avionic and electrical systems to the lower complexity of light aircraft;
- 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.

2. Problem/statement of issue and justification; reason for regulatory evolution (regulatory tasks):

Subject 1: Adapt the current B2 licensing requirements for maintenance of avionic and electrical systems to the lower complexity of light aircraft.

Difficulties encountered by individuals engaged in avionics maintenance on light aircraft, where the number of maintenance certifying staff continuously decreases, have been reported to the Agency. Different reasons are leading to this situation, the most relevant being:

- the basic knowledge requirements and the relevant examination imposed by the B2 licence cover the full scope of avionic systems for large aircraft operated in all weather conditions, while the majority of light aircraft are operated in and equipped to fly in VFR; as a consequence students have real difficulties in passing the examination by self-study for those systems typical of larger aircraft;
- the alternative to self-study is attending a training course in a Part-147

organisation, but this involves at least 2 years of training and in the field of maintenance organisations dealing with light aircraft, the majority are small organisations that can barely support the training costs for new personnel; and

- when new personnel obtain the licence, they frequently wish to be employed in the airline sector.

In order to address this situation, it is proposed to better adapt the level of knowledge, the examination and the experience requirements to the case where these aircraft are not equipped with these avionic systems or to situations where they are partially equipped.

Subject 2: 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.

During the comitology procedure for adoption of the Opinion 04/2009 by the European Commission, several Member States commented that the category L aircraft maintenance licence proposed in that Opinion was too complex, in particular the fact that the licence included two levels and a very high number of ratings.

As a result the European Commission decided that the category L aircraft maintenance licence was not going to be part of the adoption of Opinion 04/2009 and tasked the Agency to resubmit a new opinion with a more simple and proportionate system for the licensing of certifying staff involved in the maintenance of ELA1 aeroplanes as well as in the maintenance of aircraft other than aeroplanes and helicopters.

At this point the Agency has decided that, instead of creating a new task to address this subject, it is more reasonable to include it within the existing task 66.027. The main reason is that this will permit to extend the ongoing work for a proportionate avionic licensing system for light aircraft (Subject 1 above) in order to cover also aircraft other than aeroplanes and helicopters and ELA1 aeroplanes.

This would allow having a European licensing system covering all aircraft and the full scope of aircraft maintenance (airframe and powerplant, as well as mechanical, electrical and avionic systems).

3. Objective:

Amend Regulation (EC) No 2042/2003, mainly Part-66, in order to:

- adapt the current B2 licensing requirements for maintenance of avionic and electrical systems to the lower complexity of light aircraft;
- 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.

4. Specific tasks and interface issues (Deliverables):

Issue an Opinion to amend Regulation (EC) No 2042/2003, mainly Part-66.

Issue a Decision for the corresponding AMC/GM, once the Opinion is adopted by the European Commission.

5. Working methods (in addition to the applicable Agency procedures):

For Subject 1 (Adaptation of the B2 licensing system): **Group.**

For Subject 2 (Licensing system for aircraft other than aeroplanes and helicopters and for ELA1 aeroplanes): **Group.**

6. Time scale, milestones:

Part-66 and associated AMC/GM:

Start: 2010/Q1 (for Subject 1)

NPA: 2011/Q3 (for Subject 1 and 2)

CRD: 2012/Q2 (for Subject 1 and 2)

Opinion: 2013/Q2 (for Subject 1 and 2)

Decision: Within 1Q from adoption of the Opinion by the European Commission.