

NOTICE OF PROPOSED AMENDMENT (NPA) No 09/2004

DRAFT OPINION OF THE EUROPEAN AVIATION SAFETY AGENCY,

for a Commission Regulation amending 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

AND

DRAFT DECISION OF THE EXECUTIVE DIRECTOR OF THE AGENCY,

amending Decision No 2003/19/RM 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 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Amending Commission Regulation (EC) No 2042/2003 (editorial changes)

Amending Decision No 2003/19/RM on AMC and GM to Commission Regulation (EC) No 2042/2003 (editorial changes)

Explanatory Note

I. General

1. The purpose of this Notice of Proposed Amendment (NPA) is to propose an amendment to the Annexes I (Part-M), II (Part-145), III (Part-66) and IV (Part-147) to the Commission Regulation (EC) No 2042/2003¹ and Annexes I to VII to Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003.² The reasons for this rulemaking activity are outlined further below.
2. The Agency is directly involved in the rule-shaping process. It assists the Commission in its executive tasks by preparing draft regulations, and amendments thereof, for the implementation of the Basic Regulation,³ which are adopted as “Opinions” (Article 14.1). It also adopts acceptable means of compliance and guidance material to be used in the certification process (Article 14.2).
3. The text of this NPA is developed by the Agency. It is submitted for consultation of all interested parties in accordance with Article 43 of the Basic Regulation and Articles 5(3) and 6 of the EASA rulemaking procedure.⁴
4. This rulemaking activity is included in the Agency’s rulemaking programme for 2004. It implements the rulemaking tasks M.001, 145.001, 66.001 and 147.001:
 - M.001 Cleaning up of Part-M and AMC/GM,
 - 145.001 Cleaning up of Part-145 and AMC/GM,
 - 66.001 Cleaning up of Part-66 and AMC/GM,
 - 147.001 Cleaning up of Part-147 and AMC/GM.

II. Consultation

5. To achieve optimal consultation, the Agency is publishing the draft opinion and draft decision on its internet site. Comments should be provided within 3 months in accordance with Article 6(4) of the EASA rulemaking procedure.

¹ OJ L 315, 28.11.2003, p. 1.

² 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.

³ OJ L 240, 7.9.2002, p.1.

⁴ Decision of the Management Board concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (“rulemaking procedure”), EASA MB/7/03, 27.6.2003.

Comments on this proposal may be forwarded (*preferably by e-mail*), using the attached comment form, to:

By e-mail: NPA@easa.eu.int

By correspondence: Inge van Opzeeland
Rulemaking Directorate
EASA
Postfach 10 12 53
D-50452 Köln
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Fax: +49(221) 89990 5508

Comments should be received by the Agency **before 26-02-2005**. If received after this deadline they might not be treated. Comments may not be considered if the form provided for this purpose is not used.

III. Comment response document

6. All comments received in time will be responded to and incorporated in a Comment Response Document (CRD). This may contain a list of all persons and/or organisations that have provided comments. The CRD will be widely available ultimately when the Agency's opinion is submitted to the Commission for adoption.

IV. Content of the draft opinion

7. During the first year of implementing Parts M, 66, 145 and 147 and their AMC and GM, the text appeared to contain several errors and inconsistencies. This NPA contains proposals to address all these issues.
8. Discussion of the envisaged changes. The following explanations shall be read in conjunction with the detailed draft amended regulation and decision for the ease of understanding.

Annex I Part-M

a) Table of contents

Proposal: Insert table of contents.

Justification: Editorial.

b) M.A.504 Control of unserviceable components

Proposal: In paragraph (a)1. "Program" should read "Programme".

Justification: Correction of typing error.

c) M.A.614 Maintenance Records

Proposal: Change retention period in paragraph (c) from three to two years.

Justification: Correction of drafting error. Restore consistency with Part-145.

d) M.A.704 Continuing airworthiness management exposition

Proposal: M.A.704(a)(3)&(4) should reference to M.A.706(a) instead of M.A.706(b).

Justification: Correction of drafting error.

e) M.A.710 Airworthiness Review

Proposal:

- Change reference in paragraphs (a), (d), (e) to M.A.901 instead of M.A.902.
- Change reference in paragraph (c) to M.A.403 instead of M.A.404.

Justification: Correction of drafting errors.

f) M.A.711 Privileges of the organisation

Proposal: It must be made clearer that making recommendations for airworthiness review to Member States and issuing airworthiness review certificates constitutes the same additional approval for a continuing airworthiness management organisation.

Justification: Clarification of text.

g) M.A.905 Findings

Proposal: Paragraph (c) - replace M.B.303 with M.B.903.

Justification: Correction of drafting error.

h) M.B.104 Record-keeping

Proposal:

- In paragraph (b)3. “Program” should read “Programme”.
- In paragraph (d)7 – delete reference to M.B. Subpart B.

Justification: Correction of typing and drafting errors.

i) M.B.604 Continuing oversight

Proposal: In paragraph (a) “Program” should read “Programme”.

Justification: Correction of typing error.

j) M.B.704 Continuing oversight

Proposal: In paragraph (a) “Program” should read “Programme”.

Justification: Correction of typing error.

k) M.B.901 Assessment of recommendations

Proposal: Paragraph should refer to M.A.901(d) instead of M.A.902(d).

Justification: Correction of drafting error.

l) Appendix II EASA Form 1

Proposal:

- Add EASA as approving competent authority in explanation block 1.
- Replace “operational life” in explanation block 12 number 1 by “service life”.
- Print EASA Form 1 in landscape format.
- Correct expression in block 14.

Justification: Correction of drafting errors.

m) Appendix III Airworthiness Review certificate

Proposal:

- Form 15b.
 - Replace expression “A member of the European Aviation Safety Agency” by “Member State of the European Union”.
 - Delete text following “Arc Reference” and “Reference”.
- Form 15a.
 - Replace expression “A member of the European Aviation Safety Agency” by “Member State of the European Union”.
 - Delete “ARC REFERENCE”.

Justification:

- Correction of drafting errors.
- The ARC reference in Form 15a can be deleted because the ARC is already fully identified by the aircraft registration and the date of issuing.

n) Appendix IV Approval Ratings

Proposal: Correct tables in paragraph 11 regarding class component rating.

Justification: Adjustment to changes caused by updated ATA specification 2200 chapters.

o) Appendix V Approval Certificate Part-M Section A Subpart F Maintenance Organisation

Proposal:

- Replace expression “A member of the European Aviation Safety Agency” by “Member State of the European Union”.
- Add reference to regulation in Conditions section, point 1.
- Add expression “for an unlimited duration” in Conditions section, point 4.
- Approval schedule, specialised services, D1 should read Non-Destructive Testing instead of Non-Destructive Inspection.
- Replace “For Member State” at the end of page 2 by “For the competent authority”.
- Rename as Form 3 – Part-M.

Justification:

- Correction of drafting errors.
- Renaming in Form 3 - Part-M for a clearer differentiation to Form 3 of Part-145.

p) Appendix VI Approval Certificate Part-M Section A Subpart G Continuing Airworthiness Management Organisation

Proposal: Replace expression “A member of the European Aviation Safety Agency” by “Member State of the European Union”.

Justification: Correction of drafting error.

AMC/GM Part-M

a) AMC M.A.501 (a) Installation

Proposal:

- Separate paragraphs 5.(a) and (b).
- Change the date in paragraph 5.(c) from September to November 2004.

Justification: Correction of printing and drafting errors.

b) AMC M.A.603 (a) Extent of approval

Proposal: Incorporate changes of ATA specification 2200 chapters.

Justification: Update to latest ATA specification.

c) AMC M.A.603 (b) Extent of approval

Proposal: Replace “must” by “should” in paragraph 6.

Justification: Correction of drafting error.

d) AMC M.A.606 (b) Personnel Requirements

Proposal: Separate title and first text line.

Justification: Correction of printing error.

e) AMC M.A.706 (a) Personnel Requirements

Proposal: Introduce AMC material to be consistent with Subpart G.

Justification: Correction of drafting error.

f) AMC M.A.711(a)3. Privileges of the organisation

Proposal: Develop AMC to clarify “contracting” and “subcontracting”.

Justification: Clarification of text.

g) AMC M.A.901(c)2 Aircraft airworthiness review

Proposal: Replace M.A.902(b) reference by M.A.901(b) reference.

Justification: Correction of drafting error.

h) AMC M.A.904(b) Airworthiness review of aircraft imported into the EU

Proposal: Replace AMC M.A.902(d) reference in paragraph (a) by AMC M.A.901(d) reference.

Justification: Correction of drafting error.

i) AMC M.B.301(c) Maintenance Programme

Proposal: Add maintenance review board report (MRBR) to the documents to be reviewed.

Justification: Adjustment to current situation.

j) AMC M.B.301(d) Maintenance Programme

Proposal: Replace “shall” by “should”.

Justification: Correction of drafting error.

k) Appendix I to AMC M.A.302 and AMC M.B.301 (b)

Proposal: Replace “must” by “should” in paragraph 6.6.1.

Justification: Correction of drafting error.

l) Appendix III to AMC M.B.303(d)

Proposal: Replace Subpart G 1 reference by Subpart G reference.

Justification: Correction of drafting error.

m) Appendix V to AMC M.A.704 Continuing airworthiness management organisation exposition

Proposal: Replace “shall” by “should” in Part 4, points 4.1, 4.2, 4.4.

Justification: Correction of drafting error.

n) Appendix IX EASA Form 2

Proposal:

- Correct page 2 of the form regarding class component rating.
- Change D1 Non destructive inspection to D1 Non destructive testing on page 2.

Justification:

- Adjustment to changes caused by updated ATA specification 2200 chapters.
- Correction of drafting error.

o) Appendix X to AMC EASA Form 4

Proposal: Delete “to AMC” in title.

Justification: Correction of drafting error.

p) Appendix XI to AMC to M.A.708(c)

Proposal:

- Replace “must” by “should” in paragraphs 1., 2.8., 2.10., 3.8. and 3.10..
- Correct typing errors in paragraphs 2.8. and 3.8..
- Replace “shall” by “should” in paragraph 2.18.
- Correct numbering in paragraph 3.7.
- Correct order of numbers in chapter 4.
- Delete blanks between paragraphs 2.4. and 2.5., 2.22.5. and 3., 4.4. and 4.5..

Justification: Correction of drafting, typing and printing errors.

Annex II Part-145

a) Table of contents

Proposal: Insert table of contents.

Justification: Editorial.

b) Page 70

Proposal: Delete empty page and renumber document pages accordingly.

Justification: Correction of printing error.

c) 145.A.15 Application

Proposal: Change the term “variation” into “changes”.

Justification: Correction of drafting error.

d) 145.A.90 Continued validity

Proposal: Replace reference to 145.B.40 in paragraph (a)1. by 145.B.50.

Justification: Correction of drafting error.

e) Appendix I EASA Form 1

Proposal:

- Add EASA as approving competent authority in explanation block 1.
- Replace “operational life” in explanation block 12 number 1 by “service life”.
- Print EASA Form 1 in landscape format.
- Correct expression in block 14.
- User / Installer Responsibilities - Note 3: replace “must” by “shall”.

Justification: Correction of drafting errors.

f) Appendix II Organisations approval class and rating system

Proposal: Correct tables in paragraph 12 regarding class component rating.

Justification: Adjustment to changes caused by updated ATA specification 2200 chapters.

g) Appendix III Approval Certificate Part-145 Maintenance Organisation

Proposal:

- Replace expression “A member of the European Aviation Safety Agency” by “Member State of the European Union”.
- Delete “(optional)” at the end of the first page.
- Delete “EASA Form 3” in left hand corner at the top of the second page.
- Delete entry “M/S.001” in reference section of the second page.
- Approval schedule, specialised services, D1 should read Non-Destructive Testing instead of Non-Destructive Inspection.
- Rename as Form 3 – Part-145.

Justification:

- Correction of drafting errors.
- Renaming in Form 3 – Part-145 for a clearer differentiation to Form 3 of Part-M.

AMC/GM Part-145

a) AMC 145.A.20 Terms of approval

Proposal:

- Incorporate changes of ATA specification 2200 chapters.
- Delete “1)” in the first paragraph.

Justification:

- Update to latest ATA specification.
- Correction of typing error.

b) AMC 145.A.25(b) Facility requirements

Proposal: Sentence concerning an area where aircraft maintenance staff may study maintenance instructions and complete maintenance records has to be added as it was forgotten when transferring from JAR-145.

Justification: Correction of drafting error.

c) AMC 145.A.30(g) Personnel requirements

Proposal: Paragraph 2.(q) should be competent authority instead of Agency.

Justification: Correction of drafting error.

d) AMC 145.A.42(a) Acceptance of components

Proposal:

- Delete in paragraph (b) the word “maintenance” before bilateral to allow [new] parts from bilateral partners such as the US, Canada and Brazil, to be used on EASA aircraft.
- Change the date in paragraph (c) from September to November 2004.

Justification: Correction of drafting errors.

e) AMC 145.A.42(b) Acceptance of components

Proposal: Change “EASA Form One” to “EASA Form 1”.

Justification: Correction of typing error.

f) AMC 145.A.42(c) Acceptance of components

Proposal: Change “EASA Form One” to “EASA Form 1”.

Justification: Correction of typing error.

g) AMC 145.A.45(b) Maintenance data

Proposal: In paragraph 3 change “non-destructive inspection (NDI) manual” to “non-destructive testing (NDT) manual”.

Justification: Correction of drafting error.

h) AMC 145.A.50(e) Certification of maintenance

Proposal: Replace “Member State” in paragraph 2 note by “state of registry/state of operator” and “competent authority”.

Justification: Correction of drafting error.

i) AMC 145.A.75(b) Privileges of the organisation

Proposal:

- Replace reference to 145.A.65(b) by 145.A.65(c) in paragraph 4.1.
- Insert “Part” before “145.A.30” in paragraph 4.4.

Justification: Correction of drafting errors.

j) AMC 145.A.85 Changes to the organisation

Proposal: AMC should actually be the AMC to 145.B.35(2).

Justification: Correction of drafting error.

k) AMC 145.B.25(1) Issue of approval

Proposal: Replace “renewal of the approval” in paragraph 1 by “continuation of the approval”.

Justification: Correction of drafting error as approvals are now of unlimited duration.

l) AMC 145.B.35(1) Changes

Proposal: Reword.

Justification: Clarification of text.

m) Appendix III EASA Form 2

Proposal:

- Correct page 2 of the form regarding class component rating.
- Change D1 Non destructive inspection to D1 Non destructive testing on page 2.

Justification:

- Adjustment to changes caused by updated ATA specification 2200 chapters.
- Correction of drafting error.

n) GM 145.A.10 Scope

Proposal: Change reference in paragraph 4 to Appendix II paragraph 12 instead of AMC 145.A.20 paragraph 5.

Justification: Correction of drafting error.

o) GM 145.A.30(j)(4) Personnel requirements (Flight crew)

Proposal: Change “35 days” in paragraph 2 practical training skills to “35 hours”.

Justification: Correction of drafting error.

p) GM 145.A.65(c)(1) Safety and quality policy, maintenance procedures and quality system

Proposal:

- Table in paragraph 2:
 - 145.A.65 appears twice.
 - MOE 2.4, 2.5, 2.8, 2.14, 2.16, 2.17, 2.18 and 145.A.95 are missing.
 - Reference to AMC 145.A.65(b) should be AMC 145.A.65(c)(1).

Justification: Correction of drafting errors.

q) GM 145.A.70(a) Maintenance organisation exposition

Proposal: Insert “Part” before “145.A.70” in paragraph 9.

Justification: Correction of drafting error.

Annex III Part-66

a) Table of contents

Proposal: Insert table of contents.

Justification: Editorial.

b) 66.A.40 Continued validity of the aircraft maintenance licence

Proposal: Delete “or amendment” in paragraph (a).

Justification: Correction of drafting error.

c) Appendix I Basic knowledge requirements

Proposal: Include “wiper systems” in module 12 helicopter aerodynamics, structures and systems which exists for aeroplanes.

Justification: Correction of drafting error.

d) Appendix II Basic Examination Standard

Proposal:

- Delete “sub-module” in paragraph 1.7.
- Revise question counts in paragraphs 2.3, 2.17, 2.18.

Justification:

- Sub-module not needed for basic examination.
- Correction of drafting error.

e) Appendix V Application Form and Example of Licence Format

Proposal: Bring EASA Form 26 in line with ICAO Annex 1.

Justification: Correction of drafting error.

AMC/GM Part-66

a) AMC 66.A.10 Application

Proposal: Add “Part-“ before the reference to 66 and 147 paragraphs in paragraphs 2 and 3.

Justification: Correction of drafting errors.

b) AMC 66.A.45(a) Type/task training and ratings

Proposal: Add “Part-“ before the reference to the 66 paragraph in paragraph 1.

Justification: Correction of drafting error.

c) AMC 66.A.45(d) Type/task training and ratings

Proposal: Replace “must” in paragraph 4. with “should”.

Justification: Correction of drafting error.

d) AMC 66.B.100 Procedure for the issue of an aircraft maintenance licence by the competent authority

Proposal: Add “Part-“ before the reference to 66 paragraphs in paragraph 1.

Justification: Correction of drafting errors.

e) AMC 66.B.105 Procedure for the issue of an aircraft maintenance licence via the Part-145 approved maintenance organisation

Proposal:

- Replace “must” by “should” in paragraphs 1. and 6..
- Add “Part-“ before the reference to 66 and 147 paragraphs in paragraphs 2 and 3.

Justification: Correction of drafting and typing errors.

f) AMC 66.B.300 General and Appendix III Attestation for conversion of privileges (EASA Form 27)

Proposal: Introduce AMC material and EASA Form 27.

Justification: Correction of drafting errors.

g) AMC Appendix V to Part-66

Proposal: Delete title and text.

Justification: Correction of drafting error.

h) GM 66.A.25(a) Basic knowledge requirements

Proposal: Replace “must” by “should”.

Justification: Correction of drafting error.

i) GM 66.A.45(d) Type/task training and ratings

Proposal: Replace “must” by “should” in paragraphs 1. and 4..

Justification: Correction of drafting error.

j) GM 66.B.115(b)

Proposal: Replace “must” by “should”.

Justification: Correction of drafting error.

k) GM 66.B.200 Examination by the competent authority

Proposal: Replace “must” by “should” in paragraphs 5.(a), (i), (k) and 6.(d).

Justification: Correction of drafting error.

Annex IV Part-147

a) Table of contents

Proposal: Insert table of contents.

Justification: Editorial.

b) 147.A.145 Privileges of the maintenance training organisation

Proposal: Delete “only” in paragraph (e).

Justification: Correction of drafting error.

AMC/GM Part-147

a) AMC Title

Proposal: Replace “Annex IV” in title by “Annex VI”.

Justification: Correction of typing error.

b) AMC147.A.15 Application

Proposal: Introduce AMC material.

Justification: Clarification of text.

c) AMC147.A.105(b) Personnel requirements

Proposal: Delete reference in title to paragraph (g).

Justification: Correction of drafting error.

d) AMC147.A.105(f) Personnel requirements

Proposal: Change reference to Part-147.A.105(f) instead of 147.A.35(f).

Justification: Correction of drafting error.

e) AMC147.A.200(b) The approved basic training course

Proposal: Paragraph refers to 147.A.200 (f) to (k) instead of (f) to (g).

Justification: Correction of drafting error.

f) Appendix III EASA Form 22

Proposal: Section 15) – replace Part-M reference by Part-147 reference.

Justification: Correction of drafting error.

g) Appendix IV EASA Form 12

Proposal: Delete “Page 1 of 2”.

Justification: Correction of drafting error.

h) GM 147.B.110 Approval procedure

Proposal: Replace “must” by “should” in paragraphs 6. and 7..

Justification: Correction of drafting errors.

i) GM147.B.115 Variation procedure

Proposal: Paragraph 4. reference to 147.A.105 (g) instead of 147.A.105 (e).

Justification: Correction of drafting error.

V. Regulatory Impact Assessment

9. The proposed changes being editorial, they will have no impact.

Draft

COMMISSION REGULATION (EC) No ../..

of [...]

amending 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

(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to 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 referred to as "the Basic Regulation"), as last amended by Regulation (EC) No 1643/2003² and adapted by Regulation (EC) No 1701/2003,³ and in particular Articles 5 and 6 thereof,

Having regard 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,⁴

Whereas:

- (1) It is necessary to make improvements to and to correct errors in the Annexes (hereinafter referred to as "Part-M", "Part-145", "Part-66", "Part-147") to the Commission Regulation (EC) No 2042/2003.
- (2) The measures provided by this Regulation are based on the opinion issued by the Agency⁵ in accordance with Articles 12(2)(b) and 14(1) of the Basic Regulation.
- (3) The measures provided for in this Regulation are in accordance with the opinion⁶ of the European Aviation Safety Agency Committee established by Article 54(3) of the Basic Regulation.
- (4) The Commission Regulation (EC) No 2042/2003 should therefore be amended accordingly,

¹ OJ L 240, 7.9.2002, p. 1.

² OJ L 245, 29.9.2003, p. 7.

³ OJ L 243, 27.9.2003, p. 5.

⁴ OJ L 315, 28.11.2003, p. 1.

⁵ [To be issued.]

⁶ [To be issued.]

HAS ADOPTED THIS REGULATION:

Article 1

The following table of contents to Annex I Part-M of Commission Regulation (EC) 2042/2003 shall be inserted:

Contents:

M.1	4
SECTION A TECHNICAL REQUIREMENTS	4
Subpart A GENERAL.....	4
M.A.101 Scope	4
Subpart B ACCOUNTABILITY	4
M.A.201 Responsibilities.....	4
M.A.202 Occurrence reporting.....	5
Subpart C CONTINUING AIRWORTHINESS.....	6
M.A.301 Continuing airworthiness tasks.....	6
M.A.302 Maintenance programme	6
M.A.303 Airworthiness directives	6
M.A.304 Data for modifications and repairs	7
M.A.305 Aircraft continuing airworthiness record system	7
M.A.306 Operator’s technical log system	8
M.A.307 Transfer of aircraft continuing airworthiness records	8
Subpart D MAINTENANCE STANDARDS.....	8
M.A.401 Maintenance data.....	8
M.A.402 Performance of maintenance	8
M.A.403 Aircraft defects	9
Subpart E COMPONENTS.....	9
M.A.501 Installation	9
M.A.502 Component maintenance	9
M.A.503 Service life limited components	10
M.A.504 Control of unserviceable components	10
Subpart F MAINTENANCE ORGANISATION	10

M.A.601 Scope	10
M.A.602 Application	10
M.A.603 Extent of approval	10
M.A.604 Maintenance organisation manual	11
M.A.605 Facilities	11
M.A.606 Personnel requirements	11
M.A.607 Certifying staff.....	11
M.A.608 Components, equipment and tools	12
M.A.609 Maintenance data.....	12
M.A.610 Maintenance work orders	12
M.A.611 Maintenance standards	12
M.A.612 Aircraft certificate of release to service.....	12
M.A.613 Component certificate of release to service.....	12
M.A.614 Maintenance records.....	12
M.A.615 Privileges of the organisation	13
M.A.616 Organisational review.....	13
M.A.617 Changes to the approved maintenance organisation	13
M.A.618 Continued validity of approval.....	13
M.A.619 Findings	13
Subpart G CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION	14
M.A.701 Scope	14
M.A.702 Application	14
M.A.703 Extent of approval	14
M.A.704 Continuing airworthiness management exposition	14
M.A.705 Facilities	14
M.A.706 Personnel requirements	14
M.A.707 Airworthiness review staff	15
M.A.708 Continuing airworthiness management	15
M.A.709 Documentation	16
M.A.710 Airworthiness review.....	16
M.A.711 Privileges of the organisation	17
M.A.712 Quality system	17
M.A.713 Changes to the approved continuing airworthiness organisation	17
M.A.714 Record-keeping.....	18
M.A.715 Continued validity of approval.....	18

M.A.716 Findings	18
Subpart H CERTIFICATE OF RELEASE TO SERVICE – CRS	18
M.A.801 Aircraft certificate of release to service.....	18
M.A.802 Component certificate of release to service.....	19
M.A.803 Pilot-owner authorisation	19
Subpart I AIRWORTHINESS REVIEW CERTIFICATE	19
M.A.901 Aircraft airworthiness review	19
M.A.902 Validity of the airworthiness review certificate	20
M.A.903 Transfer of aircraft registration within the EU	20
M.A.904 Airworthiness review of aircraft imported into the EU	20
M.A.905 Findings	21
SECTION B PROCEDURE FOR COMPETENT AUTHORITIES	21
Subpart A GENERAL.....	21
M.B.101 Scope.....	21
M.B.102 Competent authority	21
M.B.103 Acceptable means of compliance	21
M.B.104 Record-keeping.....	21
M.B.105 Mutual exchange of information	22
Subpart B ACCOUNTABILITY	22
M.B.201 Responsibilities.....	22
Subpart C CONTINUING AIRWORTHINESS.....	22
M.B.301 Maintenance programme	22
M.B.302 Exemptions	23
M.B.303 Aircraft continuing airworthiness monitoring	23
M.B.304 Revocation, suspension and limitation	23
Subpart D MAINTENANCE STANDARDS	23
Subpart E COMPONENTS.....	23
Subpart F MAINTENANCE ORGANISATION	23
M.B.601 Application	23
M.B.602 Initial Approval.....	23
M.B.603 Issue of approval.....	24
M.B.604 Continuing oversight	24
M.B.605 Findings	24
M.B.606 Changes.....	24
M.B.607 Revocation, suspension and limitation of an approval	25

Subpart G CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION	25
M.B.701 Application	25
M.B.702 Initial approval.....	25
M.B.703 Issue of approval.....	25
M.B.704 Continuing oversight	26
M.B.705 Findings	26
M.B.706 Changes.....	26
M.B.707 Revocation, suspension and limitation of an approval	26
Subpart H CERTIFICATE OF RELEASE TO SERVICE – CRS	26
Subpart I AIRWORTHINESS REVIEW CERTIFICATE	27
M.B.901 Assessment of recommendations.....	27
M.B.902 Airworthiness review by the competent authority.....	27
M.B.903 Findings	27
Appendix I Continuing Airworthiness Arrangement.....	28
Appendix II EASA Form 1	30
Appendix III Airworthiness Review certificate.....	35
Appendix IV Approval Ratings	38
Appendix V Approval Certificate PART-M Section A Subpart F Maintenance Organisation.....	41
Appendix VI Approval Certificate PART-M Section A Subpart G Continuing Airworthiness Management Organisation	44
Appendix VII Complex Maintenance Tasks.....	46
Appendix VIII Limited Pilot Owner Maintenance	47

Article 2

The following amendments to Annex I Part-M of Commission Regulation (EC) 2042/2003 shall be made:

[For ease of understanding deleted text is marked with ~~strikethrough~~ and new text is marked **bold underlined**. In the final Regulation the drafting will be done in accordance with Community guidelines.]

M.A.504 Control of unserviceable components

(a) A component shall be considered unserviceable in any one of the following circumstances:

1. expiry of the service life limit as defined in the maintenance programme;
2. ...

M.A.614 Maintenance Records

(c) The approved maintenance organisation shall retain a copy of all maintenance records and any associated maintenance data for ~~two~~three years from the date the aircraft or aircraft component to which the work relates was released from the approved maintenance organisation.

M.A.704 Continuing airworthiness management exposition

(a) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information:

...

3. the title(s) and name(s) of person(s) referred to in M.A.706(~~a~~**b**) and M.A.706(c), and;

4. an organisation chart showing associated chains of responsibility between the person(s) referred to in M.A.706(~~a~~**b**) and M.A.706(c), and;

5. ...

M.A.710 Airworthiness Review

(a) To satisfy the requirement for an M.A.90~~12~~ airworthiness review of an aircraft, a full documented review of the aircraft records shall be carried out by the approved continuing airworthiness management organisation in order to be satisfied that:

...

(c) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that:

...

4. no evident defect can be found that has not been addressed according to M.A.40~~3~~**4**, and;

...

(d) By derogation to M.A.90~~12~~(a) the airworthiness review can be anticipated by a maximum period of 90 days without loss of continuity of the airworthiness review pattern, to allow the physical review to take place during a maintenance check.

(e) An M.A.90~~12~~ airworthiness review certificate (EASA Form 15b) or a recommendation is issued by appropriately authorised M.A.707 airworthiness review staff on behalf of the approved continuing airworthiness management organisation when satisfied that the airworthiness review has been properly carried out.

M.A.711 Privileges of the organisation

(b) An approved continuing airworthiness management organisation, may additionally be approved to **carry out M.A.710 reviews and**:

1. issue an airworthiness review certificate, ~~and~~**;**

2. make a recommendation for the airworthiness review to a Member State of Registry.

M.A.905 Findings

(c) After receipt of notification of findings according to M.B.~~903303~~, the person or organisation accountable according to M.A.201 shall define a corrective action plan and demonstrate corrective action to the satisfaction of the competent authority within a period agreed with this authority including appropriate corrective action to prevent reoccurrence of the finding and its root cause.

M.B.104 Record-keeping

(b) The records for the oversight of Part-M approved organisations shall include as a minimum:

- ...
- 3. a copy of the audit programme listing the dates when audits are due and when audits were carried out.
- 4. ...

...

(d) The minimum records for the oversight of each aircraft shall include, at least, a copy of:

- ...
- 7. any document directly approved by the competent authority ~~as referred to in M.B. Subpart B.~~

M.B.604 Continuing oversight

(a) The competent authority shall keep and update a programme listing for each M.A. Subpart F approved maintenance organisations under its supervision, the dates when audit visits are due and when such visits were carried out.

M.B.704 Continuing oversight

(a) The competent authority shall keep and update a programme listing for each M.A. Subpart G approved continuing airworthiness organisations under its supervision, the dates when audit visits are due and when such visits were carried out.

M.B.901 Assessment of recommendations

Upon receipt of an application and associated airworthiness review certificate recommendation in accordance with M.A.901 2(d):

- 1. ...

Appendix II EASA Form 1

Completion section

Block 1 The name and country of the Member State under whose approval the certificate was issued. **When the competent authority is the Agency, “EASA” must be stated.** This information may be pre-printed.

...

Block 12 The following words in quotation marks, with their definitions, indicate the status of the item being released.

One or a combination of these words shall be stated in this block:

1. OVERHAULED

The restoration of a used item by inspection, test and replacement in conformity with an approved standard (*) to extend the service~~operational~~ life.

...

EASA Form 1

Block 14

14. Certifies that the items identified above were manufactured in conformity to:

- approved design data and are in a condition for safe operation
- non-approved design data specified in block 13

Appendix III Airworthiness Review certificate

EASA Form 15b:

Approving Member State

Member State of the European ~~Union~~Aviation Safety Agency

ARC REFERENCE: ~~AA-G1-000~~

REFERENCE: ~~MS-G1-000~~

EASA Form 15a:

MEMBER STATE

Member State of the European ~~Union~~Aviation Safety Agency

ARC REFERENCE:

Appendix IV Approval Ratings

11. ...

...

CLASS ENGINES	...	
CLASS COMPONENTS RATING OTHER THAN	C1 to C <u>22</u>	AS PER CAPABILITY LIST

COMPLETE ENGINES OR APUs		
CLASS SPECIALISED	...	

...

Table 1

CLASS	RATING	LIMITATION
COMPONENTS RATING OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	...
	C2 Auto Flight	
	C3 Comms and Nav	
	C4 Doors - Hatches	
	C5 Electrical Power & Lights	
	C6 Equipment	
	C7 Engine – APU	
	C8 Flight Controls	
	C9 Fuel— Airframe	
	C10 Helicopters - Rotors	
	C11 Helicopter - Trans	
	C12 Hydraulic Power	
	C13 Indicating / Recording Systems Instruments	
	C14 Landing Gear	
	C15 Oxygen	
	C16 Propellers	
	C17 Pneumatic & Vacuum	
	C18 Protection ice/rain/fire	
	C19 Windows	
	C20 Structural	
	C21 Water Ballast	
	C22 Propulsion Augmentation	
SPECIALISED SERVICES	...	

Appendix V Approval Certificate Part-M Section A Subpart F Maintenance Organisation

EASA Form 3 – **Part-M**

MEMBER STATE

Member State of the European ~~Union~~ Aviation Safety Agency

CONDITIONS:

1. This approval is limited to that specified in the scope of approval section of the approved maintenance organisation manual **as referred to in Part-M Section A Subpart E**, and

...

4. Subject to compliance with the foregoing conditions, this approval shall remain valid **for an unlimited duration** unless the approval has previously been surrendered, superseded, suspended or revoked.

D1: Non-Destructive ~~Testing~~ **Inspection**

For the competent authority ~~For Member State~~

Appendix VI Approval Certificate Part-M Section A Subpart G Continuing Airworthiness Management Organisation

MEMBER STATE

Member State of the European ~~Union~~ Aviation Safety Agency

Article 3

The following table of contents to Annex II Part-145 of Commission Regulation (EC) 2042/2003 shall be inserted:

Contents:

145.1 General.....	49
SECTION A.....	49
145.A.10 Scope.....	49
145.A.15 Application.....	49
145.A.20 Terms of approval.....	49
145.A.25 Facility requirements.....	49
145.A.30 Personnel requirements.....	50
145.A.35 Certifying staff and category B1 and B2 support staff.....	52
145.A.40 Equipment, tools and material.....	53
145.A.42 Acceptance of components.....	53
145.A.45 Maintenance data.....	54
145.A.47 Production planning.....	55
145.A.50 Certification of maintenance.....	55
145.A.55 Maintenance records.....	55
145.A.60 Occurrence reporting.....	56
145.A.65 Safety and quality policy, maintenance procedures and quality system.....	56
145.A.70 Maintenance organisation exposition.....	57
145.A.75 Privileges of the organisation.....	57
145.A.80 Limitations on the organisation.....	58
145.A.85 Changes to the organisation.....	58
145.A.90 Continued validity.....	58
145.A.95 Findings.....	58
SECTION B PROCEDURE FOR COMPETENT AUTHORITIES.....	58
145.B.01 Scope.....	58
145.B.10 Competent authority.....	58
145.B.15 Organisations located in several Member States.....	59
145.B.17 Acceptable means of compliance.....	59
145.B.20 Initial approval.....	59
145.B.25 Issue of approval.....	59

145.B.30 Continuation of an approval.....	59
145.B.35 Changes	60
145.B.40 Maintenance organisation exposition (MOE) amendments	60
145.B.45 Revocation, suspension and limitation of approval	60
145.B.50 Findings.....	60
145.B.55 Record-keeping	60
145.B.60 Exemptions.....	61
Appendix I Use of the EASA Form 1 for maintenance	62
Appendix II Organisations Approval Class and Rating System.....	67
Appendix III EASA Form 3.....	71
Appendix IV Conditions for the use of staff not qualified to Part-66 in accordance with 145.A.30(j) 1 and 2.....	73

Article 4

The following amendments to Annex II Part-145 of Commission Regulation (EC) 2042/2003 shall be made:

[For ease of understanding deleted text is marked with ~~striketrough~~ and new text is marked **bold underlined**. In the final Regulation the drafting will be done in accordance with Community guidelines.]

Page 70

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145.A.15 Application

An application for the issue or ~~changes~~variation of an approval shall be made to the competent authority in a form and manner established by such authority.

145.A.90 Continued validity

- (a) An approval shall be issued for an unlimited duration. It shall remain valid subject to:
1. the organisation remaining in compliance with this Part, in accordance with the provisions related to the handling of findings as specified under 145.B.540; and
 2. ...

Appendix I Use of EASA Form 1 for maintenance

Completion section

Block 1 The name and country of the Member State under whose approval the certificate was issued. **When the competent authority is the Agency, “EASA” must be stated.** This information may be pre-printed.

...

Block 12 The following words in quotation marks, with their definitions, indicate the status of the item being released.

One or a combination of these words shall be stated in this block:

1. OVERHAULED

The restoration of a used item by inspection, test and replacement in conformity with an approved standard (*) to extend the ~~service~~**operational** life.

...

EASA Form 1

Block 14

14. Certifies that the items identified above were manufactured in conformity to:

- approved design data and are in a condition for safe operation
- non-approved design data specified in block 13

NOTE:

...

3. Statements 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record ~~shall~~**must** contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

Appendix II Organisations approval class and rating system

12. ...

...

CLASS ENGINES	...	
CLASS COMPONENTS RATING OTHER THAN COMPLETE ENGINES OR APUs	C1 to <u>C22</u>	AS PER CAPABILITY LIST
CLASS SPECIALISED	...	

...

Table 1

CLASS	RATING	LIMITATION	BASE	LINE
... COMPONENTS RATING OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	...		
	C2 Auto Flight			
	C3 Comms and Nav			
	C4 Doors - Hatches			
	C5 Electrical Power & Lights			
	C6 Equipment			
	C7 Engine – APU			
	C8 Flight Controls			
	C9 Fuel – Airframe			
	C10 Helicopters - Rotors			
	C11 Helicopter - Trans			
	C12 Hydraulic Power			
	C13 Indicating / Recording Systems Instruments			
	C14 Landing Gear			
	C15 Oxygen			
	C16 Propellers			
	C17 Pneumatic & Vacuum			
	C18 Protection ice/rain/fire			
	C19 Windows			
	C20 Structural			
	C21 Water Ballast			
	C22 Propulsion Augmentation			
SPECIALISED SERVICES	...			

Appendix III Approval Certificate Part-145 Maintenance Organisation

EASA Form 3 – Part-145

MEMBER STATE

Member State of the European Union Aviation Safety Agency

Date of attached schedule of Approval:(optional)

EASA Form 3

Reference: ~~M/S.001~~

D1: Non-Destructive Testing ~~Inspection~~

Article 5

The following table of contents to Annex III Part-66 of Commission Regulation (EC) 2042/2003 shall be inserted:

Contents:

66.1	74
SECTION A	74
Subpart A AIRCRAFT MAINTENANCE LICENCE AEROPLANES AND HELICOPTERS.....	74
66.A.1 Scope.....	74
66.A.10 Application.....	74
66.A.15 Eligibility	74
66.A.20 Privileges.....	74
66.A.25 Basic knowledge requirements	75
66.A.30 Experience requirements.....	75
66.A.40 Continued validity of the aircraft maintenance licence	76
66.A.45 Type/task training and ratings.....	76
66.A.70 Conversion provisions.....	77
Subpart B AIRCRAFT OTHER THAN AEROPLANES AND HELICOPTERS.....	77
66.A.100 General.....	77
Subpart C COMPONENTS	77
66.A.200 General.....	77
SECTION B PROCEDURE FOR COMPETENT AUTHORITIES	78
Subpart A GENERAL.....	78
66.B.05 Scope	78
66.B.10 Competent authority.....	78
66.B.15 Acceptable means of compliance.....	78
66.B.20 Record-keeping	78
66.B.25 Mutual exchange of information	78
66.B.30 Exemptions.....	79
Subpart B ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE	79
66.B.100 Procedure for the issue of an aircraft maintenance licence by the competent authority.....	79
66.B.105 Procedure for the issue of an aircraft maintenance licence via the Part-145 approved maintenance organisation	79

66.B.110 Procedure for the amendment of an aircraft maintenance licence to include an additional basic category or subcategory	79
66.B.115 Procedure for the amendment of an aircraft maintenance licence to include an aircraft type or group	79
66.B.120 Procedure for the renewal of an aircraft maintenance licence validity	80
Subpart C EXAMINATIONS.....	80
66.B.200 Examination by the competent authority	80
Subpart D CONVERSION OF NATIONAL QUALIFICATIONS	80
66.B.300 General	80
66.B.305 Conversion report for national qualifications.....	80
66.B.310 Conversion report for approved maintenance organisations authorisations	80
Subpart E EXAMINATION CREDITS.....	81
66.B.400 General	81
66.B.405 Examination credit report.....	81
Subpart F REVOCATION, SUSPENSION OR LIMITATION OF THE AIRCRAFT MAINTENANCE LICENCE	81
66.B.500 Revocation, suspension or limitation of the aircraft maintenance licence.....	81
Appendix I Basic Knowledge Requirements.....	82
Appendix II Basic Examination Standard.....	135
Appendix III Type training and Examination Standard.....	138
Appendix IV Experience requirements for extending a PART-66 Aircraft Maintenance Licence	144
Appendix V Application Form and Example of Licence Format.....	144

Article 6

The following amendments to Annex III Part-66 of Commission Regulation (EC) 2042/2003 shall be made:

[For ease of understanding deleted text is marked with ~~striketrough~~ and new text is marked **bold underlined**. In the final Regulation the drafting will be done in accordance with Community guidelines.]

66.A.40 Continued validity of the aircraft maintenance licence

(a) The aircraft maintenance licence becomes invalid five years after its last issue ~~or amendment~~, unless the holder submits his/her aircraft maintenance licence to the competent authority that issued it, in order to verify that the information contained in the licence is the same as that contained in the competent authority records, pursuant to 66. B.120.

Appendix I Basic knowledge requirements

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS

12.13 Ice and Rain Protection (ATA 30)

1 3 -

Ice formation, classification and detection;
Anti-icing and De-icing systems: electrical, hot air and chemical;
Rain repellent and removal;
Probe and drain heating;

Wiper systems.

Appendix II Basic Examination Standard

1.7. The pass mark for each Part-66 module and ~~sub-module~~ multi-choice part of the examination is 75 %.

...

2.3. Subject Module 3 Electrical Fundamentals:

Category A-~~200~~ multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B1-50 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B2-50 multi-choice and 0 essay questions. Time allowed 65 minutes.

...

2.17. Subject Module 16 Piston Engine:

Category A-~~500~~ multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B1-~~700~~ multi-choice and 0 essay questions. Time allowed 90 minutes.

Category B2-None.

2.18. Subject Module 17 Propeller:

Category A-~~200~~ multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B1-30 multi-choice and 0 essay questions. Time allowed 40 minutes.

Category B2-None.

Appendix V Application Form and Example of Licence Format

I.
EUROPEAN UNION
STATE
AUTHORITY NAME & LOGO

II.
Part-66
AIRCRAFT MAINTENANCE
LICENCE

III.
No.

THIS LICENCE IS RECOGNISED BY ALL
EU MEMBER STATES

EASA FORM 26

IV. Full name of holder:

IVa. Date and place of birth:

V. Address of holder:

VI. Nationality of holder:

VII. Signature of holder:

VIII. Authority:

LIC NO:

VIII. Conditions:

1. This licence must be signed by the holder and be accompanied by an identity document containing a photograph of the licence holder.
2. Endorsement of any (sub)categories on the page(s) entitled Part-66 (SUB)CATEGORIES **only**, does **not** permit the holder to issue a certificate of release to service for an aircraft.
3. This licence when endorsed with an aircraft type rating meets the intent of ICAO annex 1.
4. The privileges of the holder of this licence are prescribed by Part-66 and the applicable requirements of Part-M and Part-145.
5. This licence remains valid until the date specified on the limitation page unless previously suspended or revoked.
6. The privileges of this licence may not be exercised unless in the preceding two year period the holder has had either six months of maintenance experience in accordance with the privileges granted by the licence, or met the provision for the issue of the appropriate privileges.

LIC NO:

IX. Part-66 (SUB)CATEGORIES

Validity:

	A	B1	B2	C
Aeroplanes Turbine			n/a	n/a
Aeroplanes Piston			n/a	n/a
Helicopters Turbine			n/a	n/a
Helicopters Piston			n/a	n/a
Avionics	n/a	n/a		n/a
Aircraft	n/a	n/a	n/a	
Reserved				

LIC NO:

X. Signature of issuing officer & date:		
XI. Seal or stamp of issuing Authority:		
XII. Part-66 AIRCRAFT TYPE RATINGS		
A/C Type or Group	Category	Official Stamp & Date
LIC NO:		

XIII. Part-66 LIMITATIONS
Valid until:
LIC NO:

-Annex to EASA Form 26-
XIV. National privileges outside the scope of Part-66, in accordance with [National Legislation] (Valid only in <i>[Member State]</i>)
Official Stamp & Date
LIC NO:

Intentionally Left Blank

Article 7

The following table of contents to Annex IV Part-147 of Commission Regulation (EC) 2042/2003 shall be inserted:

Contents:

147.1	152
SECTION A	152
Subpart A GENERAL.....	152
147.A.05 Scope.....	152
147.A.10 General.....	152
147.A.15 Application.....	152
Subpart B ORGANISATIONAL REQUIREMENTS	152
147.A.100 Facility requirements.....	152
147.A.105 Personnel requirements.....	153
147.A.110 Records of instructors, examiners and assessors	153
147.A.115 Instructional equipment.....	153
147.A.120 Maintenance training material	154
147.A.125 Records.....	154
147.A.130 Training procedures and quality system	154
147.A.135 Examinations.....	154
147.A.140 Maintenance training organisation exposition	154
147.A.145 Privileges of the maintenance training organisation	155
147.A.150 Changes to the maintenance training organisation	155
147.A.155 Continued validity.....	155
147.A.160 Findings.....	156
Subpart C THE APPROVED BASIC TRAINING COURSE.....	156
147.A.200 The approved basic training course	156
147.A.205 Basic knowledge examinations.....	156
147.A.210 Basic practical assessment	156
Subpart D AIRCRAFT TYPE / TASK TRAINING.....	156
147.A.300 Aircraft type/task training.....	156
147.A.305 Aircraft type examinations and task assessments	157
SECTION B PROCEDURE FOR COMPETENT AUTHORITIES	157
Subpart A GENERAL.....	157

147.B.05 Scope	157
147.B.10 Competent authority	157
147.B.15 Acceptable means of compliance	157
147.B.20 Record-keeping	157
147.B.25 Exemptions	158
Subpart B ISSUE OF AN APPROVAL	158
147.B.100 General	158
147.B.105 Application for an approval or variation	158
147.B.110 Approval procedure	158
147.B.115 Variation procedure	158
147.B.120 Continued validity procedure	158
147.B.125 Maintenance training organisation approval certificate	159
147.B.130 Findings	159
Subpart C REVOCATION, SUSPENSION AND LIMITATION OF THE MAINTENANCE TRAINING ORGANISATION APPROVAL	159
147.B.200 Revocation, suspension and limitation of the maintenance training organisation approval	159
Appendix I Basic Training Course Duration	160
Appendix II Approval Certificate	161
Appendix III Example Of Training Certificate	163

Article 8

The following amendments to Annex IV Part-147 of Commission Regulation (EC) 2042/2003 shall be made:

[For ease of understanding deleted text is marked with ~~striketrough~~ and new text is marked **bold underlined**. In the final Regulation the drafting will be done in accordance with Community guidelines.]

147.A.145 Privileges of the maintenance training organisation

(e) An organisation may not be approved to conduct ~~only~~ examinations unless approved to conduct training.

Article 9
Entry into force

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission

Member of the Commission

Draft

DECISION No .../.../RM

OF THE EXECUTIVE DIRECTOR OF THE AGENCY

of [...]

amending Decision No 2003/19/RM 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 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 1592/2002 of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency¹ (hereinafter referred to as the “Agency”), and in particular Articles 13 and 14 thereof.

Having regard to the Commission Regulation (EC) No **XX/XX** amending Commission Regulation No 2042/2003 of 28 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.

Whereas:

- (1) The Agency should 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.
- (2) The Annexes of Commission Regulation (EC) 2042/2003 have been modified by Commission Regulation **xx**, it is necessary to update as appropriate the related means of compliance and guidance material.
- (3) The Agency has, pursuant to Article 43 of the Basic Regulation, consulted widely interested parties on the matters which are subject to this Decision and following that consultation provided a written response to the comments received.

HAS DECIDED:

¹ OJ L 240, 7.9.2002, p. 1.

Article 1

The following amendments to Decision No. 2003/19/RM Annex I Part-M of the Executive Director of the Agency of 28 November 2003 shall be made (Deleted text is marked with ~~strike through~~ and new text is marked **bold underlined**):

AMC M.A.501 (a) Installation

5. For the purpose of Part-M, a document equivalent to an EASA Form 1 may be:
- (a) a release document issued by an organisation under the terms of a bilateral agreement signed by the European Community;
 - (b) a release document issued by an organisation approved under the terms of a JAA maintenance bilateral agreement until superseded by the corresponding agreement signed by the European Community;
 - (c) a JAA Form One issued prior to 28 ~~November~~**September** 2004 by a JAR 145 organisation approved by a JAA Full Member State;
- ...

AMC M.A.603 (a) Extent of approval

The following table identifies the ATA Specification ~~2200100~~**2200100** chapter for the category C component rating.

CLASS	RATING	ATA CHAPTERS
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	21
	C2 Auto Flight	22
	C3 Comms and Nav	23 - 34
	C4 Doors - Hatches	52
	C5 Electrical Power <u>& Lights</u>	24 - 33
	C6 Equipment	25 - 38 - 44 - 45 - <u>50</u>
	C7 Engine – APU	49 - 71 - 72 - 73 - 74 - 75 - 76 - 77 - 78 - 79 - 80 - 81 - 82 - 83
	C8 Flight Controls	27 - 55 - 57.40 - 57.50 - 57.60 - 57.70
	C9 Fuel— Airframe	28
	C10 Helicopters - Rotors	62 - 64 - 66 - 67
	C11 Helicopter - Trans	63 - 65
	C12 Hydraulic <u>Power</u>	29
	C13 <u>Indicating / Recording Systems</u> Instruments	31 - 42 - <u>46</u>
	C14 Landing Gear	32
	C15 Oxygen	35
	C16 Propellers	61

	C17 Pneumatic & Vacuum	36 - 37
	C18 Protection ice/rain/fire	26 - 30
	C19 Windows	56
	C20 Structural	53 - 54 - 57.10 - 57.20 - 57.30
	C21 Water Ballast	41
	C22 Propulsion Augmentation	84

AMC M.A.603 (b) Extent of approval

6. The data specified in paragraph 3 may include repair procedures involving the fabrication of parts. Where the data on such parts is sufficient to facilitate fabrication, the parts may be fabricated by an approved maintenance organisation. Care ~~should~~**must** be taken to ensure that the data include details of part numbering, dimensions, materials, processes, and any special manufacturing techniques, special raw material specification or/and incoming inspection requirement and that the approved organisation has the necessary capability. ...

AMC M.A.606 (b) Personnel Requirements

AMC M.A.606 (b) Personnel Requirements

1. Dependent upon the size ...

AMC M.A.706 (a) Personnel Requirements

AMC M.A.706 (a) Personnel requirements

With regard to the accountable manager, it is normally intended to mean the chief executive officer of the maintenance organisation approved under M.A. Subpart G, who by virtue of position has overall (including in particular financial) responsibility for running the organisation. The accountable manager may be the accountable manager for more than one organisation and is not required to be necessarily knowledgeable on technical matters. When the accountable manager is not the chief executive officer, the competent authority will need to be assured that such an accountable manager has direct access to chief executive officer and has a sufficiency of continuing airworthiness funding allocation.

AMC M.A.711(a)3. Privileges of the organisation

AMC M.A.711(a)3. Privileges of the organisation

When an approved continuing airworthiness management organisation uses the provisions of this paragraph it is said that the organisation is sub-contracting. When an continuing airworthiness management organisation makes use of another adequately approved organisation, the word contracting is used.

AMC M.A.901(c)2 Aircraft airworthiness review

When the aircraft has remained within a controlled environment, the extension of the validity of the airworthiness review certificate does not require an airworthiness review but only a verification of the continuous compliance with M.A.901~~2~~ (b).

AMC M.A.904(b) Airworthiness review of aircraft imported into the EU

The recommendation sent to the competent authority should contain at least the items described below.

- (a) All the information set forth by AMC M.A 901~~2~~(d)
- (b) ...

AMC M.B.301(c) Maintenance Programme

(g). **maintenance review board report (MRBR) or** manufacturer maintenance planning document (MPD) review and assessment, **as appropriate**

AMC M.B.301(d) Maintenance Programme

Programmes and all associated airworthiness data, including that data used for substantiating the escalation of programmes ~~should~~**shall** be made available to the competent authority upon request.

Appendix I to AMC M.A.302 and AMC M.B.301 (b)

6.6.1 In some cases, in order that sufficient data may be analysed it may be desirable to “pool” data: i.e. collate data from a number of M.A.Subpart G organisations of the same type of aircraft. For the analysis to be valid, the aircraft concerned, mode of operation, and maintenance procedures applied ~~should~~**must** be substantially the same: variations in utilisation between two M.A.Subpart G organisations may more than anything, fundamentally corrupt the analysis. ...

Appendix III to AMC M.B.303(d)

SUBPART G+
REFERENCE

Appendix V to AMC M.A.704 Continuing airworthiness management organisation exposition

PART 4 AIRWORTHINESS REVIEW PROCEDURES

4.1 Airworthiness review staff

(This paragraph should establish the working procedures for the assessment of the airworthiness review staff. The assessment addresses experience, qualification, training etc. A description ~~should~~ shall be given regarding the issuance of authorisations for the airworthiness review staff and how records are kept and maintained.)

4.2 Review of aircraft records

(This paragraph should describe in detail the aircraft records that are required to be reviewed during the airworthiness review. The level of detail that needs to be reviewed ~~should~~ shall be described and the number of records that need to be reviewed during a sample check.)

...

4.4 Additional procedures for recommendations to competent authorities for the import of aircraft

(This paragraph should describe the additional tasks regarding the recommendation for the issuance of an airworthiness review certificate in the case of an import of an aircraft. This ~~should~~ shall include: communication with the competent authority of registry, additional items to be reviewed during the airworthiness review of the aircraft, specification of maintenance required to be carried out etc.)

Appendix IX EASA Form 2

CLASS	RATING	LIMITATION
AIRCRAFT
ENGINES
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	Quote aircraft type or aircraft manufacturer or component manufacturer or the particular component and or cross refer to a capability list in the exposition.
	C2 Auto Flight	
	C3 Comms and Nav	
	C4 Doors - Hatches	
	C5 Electrical Power & Lights	
	C6 Equipment	
	C7 Engine – APU	
	C8 Flight Controls	
	C9 Fuel—Airframe	
	C10 Helicopters - Rotors	

	C11 Helicopter - Trans	
	C12 Hydraulic Power	
	C13 Indicating / Recording Systems/Instruments	
	C14 Landing Gear	
	C15 Oxygen	
	C16 Propellers	
	C17 Pneumatic & Vacuum	
	C18 Protection ice/rain/fire	
	C19 Windows	
	C20 Structural	
	C21 Water Ballast	
	C22 Propulsion Augmentation	
SPECIALISED SERVICES	D1 Non destructive testing insp.	Quote particular NDT method

...

Appendix X EASA Form 4

Appendix X to AMC EASA Form 4

Appendix XI to AMC to M.A.708(c)

delete blanks between paragraphs 2.4. and 2.5., 2.22.5. and 3., 4.4. and 4.5.

1. Maintenance contracts

...

A maintenance contract is not normally intended to provide appropriate detailed work instruction to the personnel (and is not normally distributed as such). Accordingly there ~~should~~**must** be established organisational responsibility, procedures and routines in the Operator's M.A.Subpart G & Part-145 organisations to take care of these functions in a satisfactory way such that any person involved is informed about his responsibility and the procedures which apply. ...

...

2.8. Incoming Conditions.

The contract should specify in which condition the Operator's ~~should~~**must** send the aircraft to the Part-145 approved organisation. For checks of significance i.e. 'C' checks and above, it may be beneficial that a work_scope planning meeting be organised so that the tasks to be performed may be commonly agreed (see also paragraph 7.22: "Meetings").

...

2.10. Hours & Cycles control.

Hours and cycles control is the responsibility of the operator, but there may be cases where the Part-145 approved organisation ~~should~~**must** be in receipt of the current

flight hours and cycles on a regular basis so that it may update the records for its own planning functions (see also paragraph 2.21: "*Exchange of information*").

...

2.18. Test flight.

If any test flight is required, it ~~should~~^{shall} be performed in accordance with the operator's Continuing airworthiness management exposition.

...

3.6. ...

~~3~~³8.7. Airworthiness data. ...

3.8. Incoming Conditions.

The contract should specify in which condition the Operator's ~~should~~^{must} send the aircraft to the Part-145 approved organisation. For instance it is important to specify the configuration of the engine, e.g. including the list of the components that remain fitted to the engine before sending it to the Part-145 approved organisation. It may also be valuable that a work_scope planning meeting be organised so that the tasks to be performed may be commonly agreed (see also paragraph 3.21: "*Meetings*").

...

3.10. Hours & Cycles control.

Hours and cycles control is the responsibility of the operator, but there may be cases where the Part-145 approved organisation ~~should~~^{must} be in receipt of the current flight hours and cycles on a regular basis so that it may update the records for its own planning functions (see also paragraph 3.20: "*Exchange of information*").

...

4.6. Supply of parts. ...

~~4~~⁴9.7. Pooled parts. ...

~~4~~⁴9.8. Unscheduled maintenance/Defect rectification. ...

~~4~~⁴9.9. Deferred tasks. ...

~~4~~⁴9.10. Release to service. ...

~~4~~⁴9.11. Exchange of information. ...

~~4~~⁴9.12. Meetings. ...

Article 2

The following amendments to Decision No. 2003/19/RM Annex II Part-145 of the Executive Director of the Agency of 28 November 2003 shall be made (Deleted text is marked with ~~strike through~~ and new text is marked **bold underlined**):

AMC 145.A.20 Terms of approval

The following table identifies the ATA Specification ~~2200100~~ chapter for the category C component rating.

4)

CLASS	RATING	ATA CHAPTERS
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	21
	C2 Auto Flight	22
	C3 Comms and Nav	23 - 34
	C4 Doors - Hatches	52
	C5 Electrical Power & <u>Lights</u>	24 - 33
	C6 Equipment	25 - 38 - 44 - 45 - <u>50</u>
	C7 Engine – APU	49 - 71 - 72 - 73 - 74 - 75 - 76 - 77 - 78 - 79 - 80 - 81 - 82 - 83
	C8 Flight Controls	27 - 55 - 57.40 - 57.50 - 57.60 - 57.70
	C9 Fuel—Airframe	28
	C10 Helicopters - Rotors	62 - 64 - 66 - 67
	C11 Helicopter - Trans	63 - 65
	C12 Hydraulic <u>Power</u>	29
	C13 <u>Indicating / Recording Systems</u> Instruments	31 - 42 - <u>46</u>
	C14 Landing Gear	32
	C15 Oxygen	35
	C16 Propellers	61
	C17 Pneumatic & <u>Vacuum</u>	36 - 37
	C18 Protection ice/rain/fire	26 - 30
	C19 Windows	56
	C20 Structural	53 - 54 - 57.10 - 57.20 - 57.30
	<u>C21 Water Ballast</u>	<u>41</u>
	<u>C22 Propulsion Augmentation</u>	<u>84</u>

AMC 145.A.25(b) Facility requirements

In addition, as part of the office accommodation, aircraft maintenance staff should be provided with an area where they may study maintenance instructions and complete maintenance records in a proper manner.

AMC 145.A.30(g) Personnel requirements

2. ...

...

q. Replacement of any other component as agreed by the **competent authority**Agency for a particular aircraft type only where it is agreed that the task is simple.

AMC 145.A.42(a) Acceptance of components

An equivalent document to an EASA Form 1 may be:

(a) ...

(b) a release document issued by an organisation approved under the terms of a JAA ~~maintenance~~ bilateral agreement until superseded by the corresponding agreement signed by the European Community;

(c) a JAA Form One issued prior to 28 ~~November~~September 2004 by a JAR 145 organisation approved by a JAA Full Member State;

(d) ...

AMC 145.A.42(b) Acceptance of components

The EASA Form 1 identifies the eligibility and status of an aircraft component. Block 13 "Remarks" on the EASA Form ~~1~~One in some cases contains vital airworthiness related information which may need appropriate and necessary actions.

...

AMC 145.A.42(c) Acceptance of components

3. ...

4. Items fabricated by an organisation approved under Part-145 may only be used by that organisation in the course of overhaul, maintenance, modifications, or repair of aircraft or components undergoing work within its own facility. The permission to fabricate does not constitute approval for manufacture, or to supply externally and the parts do not qualify for certification on EASA Form ~~1~~One. This prohibition also applies to the bulk transfer of surplus inventory, in that locally fabricated parts are physically segregated and excluded from any delivery certification.

5. ...

AMC 145.A.45(b) Maintenance data

3. In addition to sub-paragraph 1, an organisation with an approval class rating in category B - Engines/APUs, should hold and use the following maintenance data where published. The appropriate sections of the engine/APU maintenance and repair manual, service bulletins, service letters, modification leaflets, non-destructive ~~testing~~inspection (NDT~~I~~) manual, parts catalogue, type certificate data sheet and any other specific document issued by the type certificate holder as maintenance data.

AMC 145.A.50(e) Certification of maintenance

2. ...

NOTE: Whether or not the aircraft operator does have the authority to defer maintenance is an issue between the aircraft operator and its State of Registry or the State of the operator as appropriate~~Member State~~. In case of doubt concerning such a decision of the operator, the approved maintenance organisation should inform its competent authority~~Member State~~ of such doubt, before issue of the certificate of release to service. This will allow the competent authority~~Member State~~ to investigate the matter with the State of Registry or the State of the operator as appropriate.

AMC 145.A.75(b) Privileges of the organisation

4.1 A pre audit procedure should be established whereby the maintenance organisations' subcontract control section, which may also be the 145.A.65(~~cb~~) quality system independent audit section, should audit a prospective sub-contractor to determine whether those services of the sub-contractor that it wishes to use meets the intent of Part-145.

...

4.4 The certificate of release to service may be issued either at the sub-contractor or at the organisation facility by staff issued a certification authorisation in accordance with Part-145.A.30 as appropriate, by the organisation approved under Part-145. ...

AMC 145.A.85 Changes to the organisation

AMC 145.B.35(2)~~A-85~~ Changes to the organisation

The primary purpose of this paragraph is to enable the organisation to remain approved if agreed by the competent authority during negotiations about any of the specified changes. Without this paragraph the approval would automatically be suspended in all cases.

AMC 145.B.25(1) Issue of approval

1. For approvals involving more than one Member State the approval should be granted in conjunction with the Member State in whose territory the other maintenance facilities are located. For practical reasons it is recommended that the initial approval should be granted on the basis of a joint audit visit by the approving Member State and the Member State in whose country the facility is located. Audits related to the continuation ~~renewal~~ of the approval should be delegated to the Member State in whose territory the facility is located with the audit form and recommendation submitted to the approving Member State.

AMC 145.B.35(1) Changes

Changes to the Part-145 approval include the following:

- ~~Name change~~
- ~~Address change~~
- ~~Approval scope and rating~~
- ~~New base facility~~
- The applicable part/s of the EASA Form 6 should be used for the change.

Appendix III EASA Form 2

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT		
ENGINES		
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	Quote aircraft type or aircraft manufacturer or component manufacturer or the particular component and or cross refer to a capability list in the exposition.		
	C2 Auto Flight			
	C3 Comms and Nav			
	C4 Doors - Hatches			
	C5 Electrical Power & Lights			
	C6 Equipment			
	C7 Engine – APU			
	C8 Flight Controls			
	C9 Fuel— Airframe			
	C10 Helicopters - Rotors			
	C11 Helicopter - Trans			
	C12 Hydraulic Power			
	C13 Indicating / Recording Systems Instruments			
	C14 Landing Gear			
	C15 Oxygen			
	C16 Propellers			

	C17 Pneumatic & Vacuum	
	C18 Protection ice/rain/fire	
	C19 Windows	
	C20 Structural	
	C21 Water Ballast	
	C22 Propulsion Augmentation	
SPECIALISED SERVICES	D1 Non destructive testing ^{insp.}	Quote particular NDT method

...

GM 145.A.10 Scope

4. Organisations maintaining the class of aeroplanes, helicopters, engines or components within the limitations of **Part-145 Appendix II paragraph 12** AMC 145.A.20 paragraph 5.

GM 145.A.30(j)(4) Personnel requirements (Flight crew)

...

Practical skills training provided by an organisation approved under Part-145 is given which includes **35 hours**~~35 days~~ practical experience in the following subjects: ...

GM 145.A.65(c)(1) Safety and quality policy, maintenance procedures and quality system

PARA	Comment	HANGAR	ENGINE	MECH	AVIONIC
			Workshop	Workshop	Workshop
...					
2.4	MOE	Yes	Yes	Yes	Yes
2.5	MOE	Yes	Yes	Yes	Yes
...					
2.8	MOE	Yes	Yes	Yes	Yes
...					
2.16	MOE	Yes	Yes	Yes	Yes
2.17	MOE	if appl	if appl	if appl	if appl
2.18	MOE	Yes	Yes	Yes	Yes
...					
145.A.65		Yes	Yes	Yes	Yes
...					
145.A.95		if appl	if appl	if appl	if appl

Note 1: ...

Note 2: In the line station case all line stations should be audited at the frequency agreed by the competent authority within the limits of AMC 145.A.65(c)(1)(b).”

GM 145.A.70(a) Maintenance organisation exposition

9 ...

"This exposition and any associated referenced manuals defines the organisation and procedures upon which the (competent authority*) Part-145 approval is based as required by **Part**-145.A.70. These procedures ...

Article 3

The following amendments to Decision No. 2003/19/RM Annex III Part-66 of the Executive Director of the Agency of 28 November 2003 shall be made (Deleted text is marked with ~~strike through~~ and new text is marked **bold underlined**):

AMC 66.A.10 Application

2. Applicants claiming the maximum reduction in **Part-66.A.30(a)** total experience based upon having successfully completed **Part-147.A.200** approved basic training, should include the Part-147 certificate of recognition for approved basic training.
3. Applicants claiming reduction in **Part-66.A.30(a)** total experience based upon having successfully completed technical training in an organisation or institute recognized by the competent authority as a competent organisation or institute, should include the relevant certificate of successful completion of training.

AMC 66.A.45(a) Type/task training and ratings

1. For category A certifying staff specific training on each aircraft type will be required reflecting the authorised task(s) as indicated under **Part-66.A.20** (a) 1.
2. ...

AMC 66.A.45(d) Type/task training and ratings

4. The practical training ~~should~~**must** comprise a period of 4 months for applicants with no recent recorded previous practical experience of aircraft of comparable construction and systems, including the engines, but this can be reduced to a minimum of two weeks for applicant with such previous experience.

AMC 66.B.100 Procedure for the issue of an aircraft maintenance licence by the competent authority

1. Applicants claiming credit against the **Part-66.A.30(a)** total experience requirement by virtue of **Part-66.A.30(d)** non-civil aircraft maintenance experience, may only be granted such credit where the Member State has recognised such non-civil aircraft maintenance experience. The competent authority in recognising non-civil aircraft maintenance experience will have specified who within the non-civil environment may make a statement that the applicant has met relevant maintenance experience. The applicant should include a detailed statement of such maintenance experience signed by the non-civil maintenance authority in accordance with the conditions specified in the competent authority's letter of recognition.
2. ...

AMC 66.B.105 Procedure for the issue of an aircraft maintenance licence via the Part-145 approved maintenance organisation

1. The maintenance organisation approved under Part-145 procedure ~~should~~ must be included in the organisation's exposition and audited by the Member State at least once in each 12 month period.
2. Applicants claiming the maximum reduction in **Part-66.A.30(a)** total experience based upon having successfully completed a **Part-147.A.200** approved basic training course, should include the Part-147 certificate of recognition for approved basic training.
3. Applicants claiming reduction in **Part-66.A.30(a)** total experience based upon having successfully completed technical training in an organisation or institute recognised by the competent authority as a competent organisation or institute, should include the relevant certificate of successful completion of training.
4. Applicants claiming credit against the **Part-66.A.30(a)** total experience requirement by virtue of **Part-66.A.30(d)** non-civil aircraft maintenance experience, may only claim such credit where the competent authority has recognised such non-civil aircraft maintenance experience. The competent authority in recognising non-civil aircraft maintenance experience will have specified who within the non-civil environment may make a statement that the applicant has met relevant maintenance experience. The applicant should include a detailed statement of such maintenance experience signed by the non-civil maintenance authority in accordance with the conditions specified in the competent authority letter of recognition.
5. The Part-145 organisation should check that the experience record has been countersigned by the maintenance organisation approved under Part-145 except for the non-civil aircraft maintenance experience specified above.
6. The maintenance organisation approved under Part-145 may keep the experience record of applicants in a different form from that of application EASA Form 19 but such different form or manner ~~should~~ must be acceptable to the competent authority.

AMC 66.B.300 General

AMC 66.B.300 General

- 1. When issuing a licence based on Part-66.A.70, the competent authority should also take into account the qualifications held in other Member States as transmitted by such Member States on EASA Form 27 (Appendix III).**
- 2. When issuing an EASA Form 27, the competent authority should proceed in accordance with Part-66.A.300.**

Appendix III Attestation for conversion of privileges

MEMBER STATE Member State of the European Union ATTESTATION The [Member State] recommends that the following national privileges be converted to Part-66 privileges as follows:				
National Privileges	Part-66 (sub-)category of conversion	Aircraft type	Proposed limitation (specify ATA chapter where possible)	Conversion examination needed to remove the limitation

Date of issue:

Signed:

Name

EASA Form 27

AMC Appendix V to Part-66

~~AMC Appendix V to Part 66~~

~~The national designators for Part-66 licences are as indicated below:~~

GM 66.A.25(a) Basic knowledge requirements

The levels of knowledge are directly related to the complexity of certifications appropriate to the particular 66.A.1 category, which means that category A ~~should~~must demonstrate a limited but adequate level of knowledge, whereas category B1 and B2 ~~should~~must demonstrate a complete level of knowledge in the appropriate subject modules.

Category C certifying staff **should**~~must~~ meet the relevant level of knowledge for B1 or B2.

GM 66.A.45(d) Type/task training and ratings

1. The required duration of practical training **should**~~must~~ be accepted on a case by case basis by the competent authority prior to the type rating endorsement. It is strongly recommended that the agreement on the practical training duration be reached before the training starts. For applicants from a Part-145 organisation, the required duration may be approved through the organisation's MOE procedures.

...

4. Except in those cases where the Part-147 organisation determines the practical training required it is the responsibility of the maintenance organisation to determine that the duration of practical training is commensurate with the candidates' recency and experience. However, in either case the Member State **should**~~must~~ satisfy itself that the practical training is of sufficient duration before adding a type rating. ...

GM 66.B.115(b)

Where the maintenance organisation approved under Part-145 conducts the practical training, it **should**~~must~~ confirm to the competent authority that the trainee has been assessed and has successfully completed the practical elements of type training course to satisfy the requirements of 66.A.45(c). The competent authority is required to agree how the practical elements are assessed, for example under a procedure as agreed by the competent authority or on a case by case basis.

GM 66.B.200 Examination by the competent authority

5. Multiple choice question (MCQ) generation.

The following principles should be observed when developing multiple choice question:

(a) The examination should measure clearly formulated goals. Therefore the field and depth of knowledge to be measured by each question **should**~~must~~ be fully identified.

...

(i) The incorrect alternatives **should**~~must~~ seem equally plausible to anyone ignorant of the subject. All of the alternatives should be clearly related to the question and of similar vocabulary, grammatical construction and length. In numerical questions, the incorrect answers should correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they **should**~~must~~ not be mere random numbers.

...

(k) Questions **should**~~must~~ be referred to Part-66 Appendix I examination syllabus.

6. Essay question generation

...

(d) When raising questions the following **should**~~must~~ be considered:

...

– the question **should**~~must~~ be relevant to the category and level of difficulty listed in the syllabus, e.g. a description of a typical general aviation system may not be acceptable for a typical commercial aeroplane.

Article 4

The following amendments to Decision No. 2003/19/RM Annex IV Part-147 of the Executive Director of the Agency of 28 November 2003 shall be made (Deleted text is marked with ~~strike through~~ and new text is marked **bold underlined**):

AMC Title

~~Annex IV~~ **Annex VI**

AMC 147.A.15 Application

AMC 147.A.15 Application

In a form and in a manner established by the competent authority means that the application should be made on an EASA Form 12.

AMC 147.A.105(b) Personnel requirements

AMC 147.A.105(b) ~~and (g)~~ Personnel requirements

With the exception of the accountable manager, ...

AMC 147.A.105(f) Personnel requirements

Any person currently accepted by the competent authority in accordance with national aviation regulations in force prior to Part 147 coming into force may continue to be accepted in accordance with **Part-147.A.105**~~35~~(f).

AMC 147.A.200(b) The approved basic training course

Each licence category or subcategory basic training course may be subdivided into modules or sub-modules of knowledge and may be intermixed with the practical training elements subject to the required time elements of 147.A.200 (f) to ~~(g)~~**(k)** inclusive being satisfied.

Appendix III EASA Form 22

15) PART-147 APPROVAL RECOMMENDATION REPORT EASA FORM
22

Part 5: **Part-147**~~M.A. Subpart F~~ approval or continued approval or change recommendation

Appendix IV EASA Form 12

Page 1 of 2

GM 147.B.110 Approval procedure

6. The auditing surveyor should ensure that they are always accompanied throughout the audit by a senior member of the organisation making application for Part-147 approval. Normally this should be the proposed quality manager. The reason for being accompanied is to ensure that the organisation is fully aware of any findings during the audit. In any case, the proposed quality manager/senior member of the organisation ~~should~~**must** be debriefed at the end of the audit visit on the findings made during the audit.

7. There will be occasions when the auditing surveyor may find situations in the applicant's organisation on which he/she is unsure about compliance. In this case, the organisation ~~should~~**must** be informed about possible non-compliance at the time of audit and the fact that the situation will be reviewed before a decision is made. The organization ~~should~~**must** be informed of the decision within 2 weeks of the audit visit in writing if the decision is a confirmation of non-compliance. If the decision is a finding of being in compliance, a verbal confirmation to the organisation will suffice.

GM 147.B.115 Variation procedure

4. A change of any of the senior personnel specified in 147.A.105(b) or the examination staff in 147.A.105 (**ge**) requires the maintenance training organisation to submit a Form 4 in respect of the particular person to the competent authority. If satisfied that the qualifications and experience meet the standard required by Part-147, the competent authority should indicate acceptance in writing to the maintenance training organisation.

Article 5

This Decision shall enter into force on the day following its publication in the *Official Publication of the Agency*.

Done at Cologne, XX XX XX

For the European Aviation Safety Agency,
Patrick GOUDOU
Executive Director