



**European Aviation Safety Agency
Opinion No 06/2013**

Critical maintenance tasks

RELATED NPA/CRD 2012-04 — RMT.0222 (MDM.020) — 10/06/2013

Executive Summary

This Opinion addresses a safety issue related to the risk of errors made during the performance of critical maintenance tasks and the need for maintenance organisations to implement methods to capture those errors before the certificate of release to service is issued.

The safety recommendations linked to this Opinion were debated by the working group during the development of this proposal and were listed in the NPA 04-2012.

The specific objective of this proposal is to mitigate the risks linked to the performance of maintenance, by clarifying the requirements for the identification of critical maintenance tasks and the need to implement measures necessary to detect errors made in the performance of those tasks.

This Opinion proposes amending the requirements for performance of maintenance in Part-M namely point M.A.402, and the introduction of specific requirements for the performance of maintenance by Part-145 organisations, namely point 145.A.48

The proposed changes are expected to increase safety and improve compliance.

Applicability		Process map	
Affected regulations and decisions:	Regulation (EC) 2042/2003 Decision 2003/19/R	Rulemaking lead:	R4
Affected stakeholders:	Maintenance organisations, persons performing maintenance	Concept paper:	No
Driver/origin:	Safety recommendation	Terms of Reference:	12/05/2009
		Rulemaking group:	Yes
		RIA type:	light
		Technical consultation during NPA drafting:	No
		NPA consultation:	12/06/2012 - 12/09/2012
		Review group:	Yes
		Focused consultation:	No
		Publication date Decision:	Q1 2015

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1 Procedural information

1.1 The rule development procedure

The European Aviation Safety Agency (hereafter referred to as the 'Agency') developed this Opinion in line with Regulation (EC) No 216/2008 (hereinafter referred to as the 'Basic Regulation')¹ and the Rulemaking Procedure.²

This rulemaking activity is included in the Agency's Rulemaking Programme for 2013 under RMT.0222 (MDM.020). The scope and schedule of the task were defined in the related Terms of Reference (see process map on the title page).

The draft text of this Opinion has been developed by the Agency, based on the input of the Rulemaking Group RMT.0222 (MDM.020). All interested parties were consulted through NPA 2012-04³. 193 comments were received from interested parties, including industry, National Aviation Authorities, and private individuals.

The Agency has addressed and responded to the comments received on the NPA. The comments received and the Agency's responses are documented in the Comment Response Document (CRD) 2012-04⁴.

Final text of this Opinion and the draft Regulation has been developed by the Agency based on the input of the Review Group RMT.0222 (MDM.020).

The process map on the title page above summarises the major milestones of this rulemaking activity.

1.2 Structure of the Opinion and related documents

Section 1 of this document contains the procedural information related to this task. Section 2 'Explanatory note' explains the core technical content. Section 3 summarises the findings from the Regulatory Impact Assessment. The draft rule text proposed by the Agency is published on the Agency website⁵.

1.3 The next steps in the procedure

This Opinion contains the proposed changes to the European Regulations. The Opinion is addressed to the European Commission, who is going to use it as technical basis to prepare a legislative proposal.

For information, the Agency included the draft text for the related Agency Decision containing Acceptable Means of Compliance and Guidance Material (AMC/GM) in Appendix I – III to CRD 2012-04. The final Decision adopting the AMC/GM will be published by the Agency once the European Commission/Parliament and Council have adopted the Regulations.

¹ Regulation (EC) No 216/2008 of the European Parliament and the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1), Regulation as last amended by Commission Regulation (EU) No 6/2013 of 8 January 2013 (OJ L 4, 9.1.2013, p. 34).

² The Agency is bound to follow a structured rulemaking process as required by Article 52(1) of the Basic Regulation. Such process has been adopted by the Agency's Management Board and is referred to as the 'Rulemaking Procedure'. See 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 Decision No 01-2012.

³ In accordance with Article 52 of the Basic Regulation and Articles 5(3) and 6 of the Rulemaking Procedure.

⁴ See: <http://easa.europa.eu/rulemaking/comment-response-documents-CRDs-and-review-groups.php>.

⁵ See: <http://10.200.0.209/regulations/regulations-structure.php#continuing-airworthiness>.

2 Explanatory note

2.1 The issues to be addressed

This Opinion addresses the need to have requirements to prevent and detect errors made during the performance of maintenance.

2.2 Objectives

The overall objectives of the EASA system are defined in Article 2 of Regulation (EC) No 216/2008 (the Basic Regulation). This proposal will contribute to the overall objectives by addressing the issue outlined in Section 2.1. The specific objective of this proposal is therefore to mitigate the risks linked to the performance of maintenance, by clarifying the requirements for the identification of critical maintenance tasks and the need to implement measures necessary to detect errors made in the performance of those tasks.

2.3 Results of consultations

In general the comments received to NPA 2012-04 were supportive of the proposed changes because they improve the understanding of the requirements and provide a clear safety objective.

Nevertheless, during the review of the comments some concerns were identified, in particular with the proposed AMC/GM. These concerns were discussed by a dedicated review group and have been highlighted in the CRD 2012-04. As a result of this discussion some changes were made to the initial text of the proposal.

2.4 Summary Regulatory Impact Assessment

It is expected that the adoption of this proposal would have a positive safety impact and positive economic impact in all organisations and on persons performing maintenance by improving the procedures used to capture errors made in the performance of critical maintenance tasks. For the full RIA see [NPA 2012-04 \(section V \(p. 8\)\)](#).

2.5 Overview of the proposed amendments

This Opinion proposes to change Part-M and Part-145 to clarify the requirements for the identification of critical maintenance tasks and the need to implement measures necessary to detect errors. With this objective, this Opinion proposes:

- to amend the text and structure of the requirements of point M.A.402 which is applicable to persons and organisations performing maintenance, other than Part-145 organisations;
- the introduction of point 145.A.48 which will be applicable to Part-145 organisations; and,
- the amendment of point 145.A.65(b) to make it consistent with 145.A.48.

Additionally, this Opinion proposes an amendment to point 145.A.30(i) and M.A.606(g) to correct an inconsistency with Article 5 with regard to qualification of certifying staff.

Cologne, 10 June 2013

P. GOUDOU
Executive Director
(signed)

3 References

3.1 Affected regulations

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.