



EASA

European Aviation Safety Agency

Next Part-66 amendment and composite aspects

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21 September 2016

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TE.GEN.00409-001



3 categories of populations (and more ?)

- **Part-66** addresses the maintenance licensing system:
 - The basic knowledge to demonstrate before applying for an Aircraft Maintenance License (AML)
 - Appendixes I and II;
 - The endorsement of aircraft ratings on the AML
 - Appendix III.

Note: what about Part-147, such as “Instructor”, “assessors” and “examiners”?

- **Part-145** requires to:
 - Establish and control the competence of the personnel involved in maintenance activities
 - 145.A.30
 - Ensure that the certifying staff has an adequate understanding
 - 145.A. 35

Note: [EASA user guide](#) available for foreign Part-145 organisations, including staff, tooling, equipment's, documentation, facilities....



AML basic knowledge

► Material and Hardware – composite and non-metallic

6.3 Aircraft Materials - **Composite and Non-Metallic**

6.3.1 Composite and non-metallic other than wood and fabric

- | | | | | |
|---|---|---|---|---|
| a) Characteristics, properties and identification of common composite and non-metallic materials, other than wood, used in aircraft;
Sealant and bonding agents. | 1 | 2 | 2 | 2 |
| b) The detection of defects/deterioration in composite and non-metallic material.
Repair of composite and non-metallic material. | 1 | 2 | - | 2 |

► Material handling

7.14.1 Sheet Metal

Marking out and calculation of bend allowance;
Sheet metal working, including bending and forming;
Inspection of sheet metal work.

- 2 -

7.14.2 Composite and non metallic

Bonding practices;
Environmental conditions
Inspection methods

- 2 -

► Propeller

17.2 Propeller Construction

1 2

Construction methods and materials used in wooden, composite and metal propellers;



Maintenance environment

- Regarding the Type Rating Training course needed for the endorsement of an aircraft rating on the AML, “composite” is not mentioned, other than in:
 - ATA 51 Standard practices and airframe structures (damage classification, assessment and repair)

- Privileges in the maintenance environment
 - No guidance how to qualify and demonstrate competence and privileges on composite matters



Rulemaking task RMT.0255

- Miscellaneous review of Part-66:
 - Survey how to improve the maintenance licensing system;
 - Will be published very soon
- Will start in 2017
 - Objective: simplification and improvement
 - Includes the review of the basic and TRT syllabus
 - Working method: Agency with the help of subject matter experts
- Focal point (secretary): jean-pierre.arnaud@easa.europa.eu



Deeper analysis

- No existing maintenance licensing system which has specific licenses for structural specialists.
- Most of the Industry representatives:
 - do not see the need to introduce such a licensing system; and
 - fear a too much complex licensing system – “the last thing Industry needs is more license categories”.
- What could be advantageous is an industry-issued standard for the competence of structural repair specialists
 - whose procedures could be used by the maintenance organisation (Part-145) to justify the competence of the staff how to do structural repairs – especially in the field of composite repairs.

Note: [EASA user guide](#) available for foreign Part-145 organisations, including tooling, equipment's, documentation, facilities....



Conclusion and key message

- Using RMT.0255 and its survey, opportunity to:
 - review the syllabus and better address “Composite” issues (licensing system); and
 - Develop or refer to a standard for the qualification of the staff
- Benefits:
 - up-to-date procedures and syllabus; more visibility; global harmonisation and standardisation; mutual recognition
- If your Committee is ready to help EASA how to develop guidelines about the competence of maintenance staff involved in composite repairs , contact EASA:
 - jean-pierre.arnaud@easa.europa.eu



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End slide

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