

CRS

Or;

”Why the licensed aircraft maintenance engineer is important”



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Låt oss penetrera **CRS**;

- **Certificate** = (a document attesting to the truth of certain stated facts)
- **Release** = the act of liberating someone or something, grant freedom to; free from confinement, make (assets) available
- **Service** = make fit for use

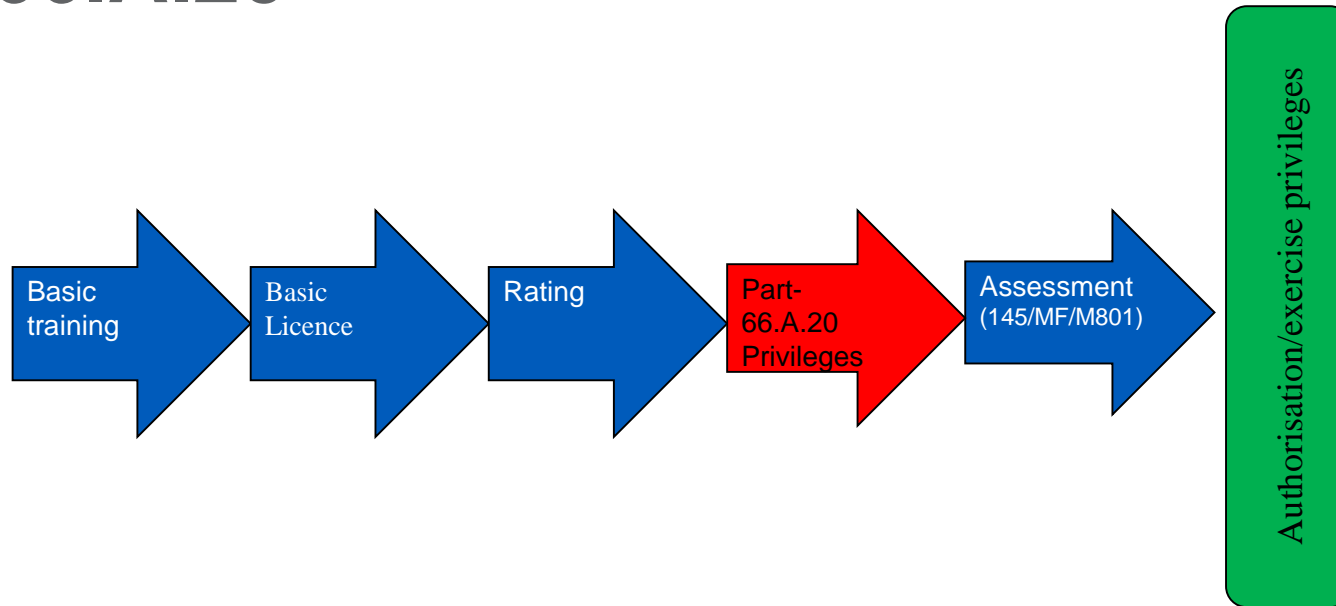
i.e. ”A document stating the fact that something is made available as fit for use.”

”Why the licensed aircraft maintenance engineer is important”

The licensed engineer is the sole arbitrator of safety whilst the aircraft is on the ground. The Licensed Aircraft Maintenance Engineer will only supply their signature to a Certificate of Release to Service (CRS) when he or she is 100% certain that the aircraft is safe to fly. The Certificate of Release to Service (CRS) is a legal statement clearing an aircraft for further flight following maintenance whilst attributing full responsibility for the quality of all maintenance covered by the CRS to the issuing Licensed Engineer.



Del-66.A.20



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66.A.20 (b) The holder of an aircraft maintenance licence may not exercise its privileges unless:

- 1. in compliance with Part-M and Part-145; and
- 2. in the preceding 2-year period he/she has had 6 months of maintenance experience ...
- 3. **he/she has the adequate competence...**
- 4. he/she is able to read, write and communicate in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written.

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AMC M.A.402(a) Performance of maintenance

- 1. Maintenance should **be performed** by persons authorised to issue a certificate of release to service or **under the supervision of persons** authorised to issue a certificate of release to service. Supervision should be to the extent necessary to **ensure** that the work is **performed properly** and the supervisor should be readily **available for consultation**.

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- **M.A.801 Aircraft certificate of release to service**
- (b) No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when **satisfied that all maintenance required has been properly carried out...**

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- **M.A.801** (e) In the case of a release to service in accordance with point M.A.801(b)2 or point M.A.801(c), the certifying staff may be **assisted** in the execution of the maintenance tasks by one or more persons subject to **his/her direct and continuous control**;



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- 2. The person authorised to issue a certificate of release to service should **ensure** that:
- (a) each person working under his/her supervision has **received appropriate training or has relevant previous experience and is capable of performing the required task**

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What does it mean

“when it has been verified that all maintenance ordered has been properly carried out”

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- Point 145.A.50(a) states the following:
- *“A certificate of release to service shall be issued by **appropriately authorised certifying staff** on behalf of the organisation **when it has been verified that all maintenance ordered has been properly carried out ... and that there are no non-compliances which are known to endanger flight safety**”*

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- A CRS must identify clearly the work performed and, if applicable, any incomplete work and the corresponding limitations.
- A CRS can only be issued by certifying staff holding certification privileges for all the maintenance tasks covered by the release statement.
- In the case of base maintenance the CRS must be issued by category C certifying staff.
- The release to service procedures must ensure that all the maintenance actions have been properly coordinated, and the release to service is issued within a reasonable timeframe after the actual performance of the tasks.₃

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- As a consequence, this is **not just an administrative task** which can be performed from a remote location or without having been involved at all. Certifying staff have the last call on the amount of involvement they would like to perform in order **to be satisfied that the maintenance can be properly released**, and this level of involvement cannot be predefined or limited by the organisation’s procedures.

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Alltså, kan jag som B1/B2 tekniker göra CRS efter att någon annan gjort jobbet?

Ja, men **du** måste vara säkerställa att;

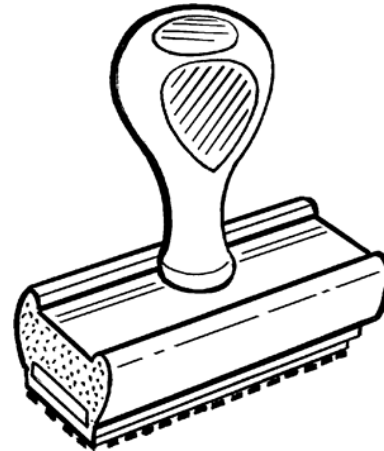
- Den som gjort jobbet har rätt kompetens i att utföra jobbet
- Den som gjort jobbet har fått utbildning som krävs
- Du har varit närvarande och haft kontroll över arbetet under hela tiden

Det är **DU** som skall känna dig säker på och bekväm med att göra CRS, oavsett vad organisationen/chefen/ägaren/handboken säger!



CRS statement

- Herby I certifies that the work specified was carried out in accordance with Part-145 and in respect to that the work on the aircraft / aircraft component is considered ready for release to service.



CRS

Or;

66.B.500 Revocation, suspension or limitation
of the aircraft maintenance licence

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The competent authority shall suspend, limit or revoke the aircraft maintenance licence where it has **identified a safety issue** or if it has clear evidence that the person has **carried out or been involved** in one or more of the following activities:

- 6. issuing a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out **or without verifying that such maintenance has been carried out;**
- 8. issuing certificate of release to service while **not in compliance with Part-M, Part-145 or Part-66.**

Frågor



Tack för er uppmärksamhet!

Krister Bratt
Flygteknisk inspektör