

Del-66 ”Brexitkonsekvenser” för UK CAA EASA Del-66 Tekniker

Presentatör

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Sjö- och luftfartsavdelningen

Enheten för operatörer och luftvärdighet

Sektionen för underhålls- och tillverkningsorganisationer

Introduktion

- The United Kingdom is scheduled to leave the European Union on **April 12, 2019**.
- The preference of the UK Government and the CAA is that the UK remains part of the EASA aviation safety system, but there is no current provision for this to happen.
- The CAA is well advanced in preparing contingency plans to act as the UK's independent regulator after April 12. These plans have been shared fully with ICAO.

Introduktion

- We encourage each State, business or **individual** that might be affected by such changes to consider and **make decisions for themselves** on the implications of this scenario and plan accordingly.



What will happen if the UK leaves the EASA system?

- UK would recognize EASA certificates, approvals and licences for use in the UK aviation system and on UK registered aircraft for up to two years after March 29.

2 år



Vad gäller för Del-66 teknikerna då?

- Engineers with **UK Part-66 licences** would be able to continue to maintain UK-registered aircraft, but not EU-registered aircraft (unless the EU changes its current position).
- Engineers with UK Part-66 licences **who work outside the UK and Europe on non-UK registered aircraft** would need to contact the National Aviation Authority in the state of registration of the aircraft they service.
- Engineers **with licences issued by EASA member states** would be allowed to work on UK-registered aircraft for up to two years after March 29.

Approved Training Organisations

- **Maintenance training organisations with non-UK Part 147 approvals** would continue to have their approvals accepted for up to two years.



Hur Gör Vi



Hur Gör Vi

- Transportstyrelsen kan acceptera EASA Del-66 certifikat från UK CAA

- Kontaktar



Hur Gör Vi

- EU Member State Transfer of Part 66 Aircraft Maintenance Licence (AML)

Application for EU Member State Transfer of Part 66 Aircraft Maintenance Licence (AML)

This form can be filled in on screen (preferred method) then printed, signed and submitted as instructed. Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.

Please read the attached Guidance Notes before completing this form.

FALSE REPRESENTATION STATEMENT
It is an offence under Article 250 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.

1. APPLICANT DETAILS

CAA Personal reference number/AML number (if known):

Date of issue of current licence (dd/mm/yyyy):

Title: Forename: Surname:

Date of birth (dd/mm/yyyy): Place of Birth:

Nationality:

Permanent Address:

Country: Postcode:

Is this a change of address? Yes No

Telephone: Mobile telephone:

E-mail:

A certified copy of your Passport, EAA/EU National Identity Card or Full Photographic Driving Licence (see Guidance Note 2) must accompany your application as proof of identification.

2. ADDRESS FOR CORRESPONDENCE (if different from above) *To be completed by the Applicant*

Postal Address:

Postcode:

3. EMPLOYER'S DETAILS *To be completed by the Applicant*

Name of Current Employer:

Address:

Maintenance Organisation Approval Reference: Postcode:

Contact number: Date Employment Commenced:

4. DECLARATION OF APPLICANT

I wish to apply for state Transfer of Part 66 AML as indicated and confirm that the information contained in this form was correct at the time of application. I hereby confirm that:

- 1) I confirm that my request will be subject to the agreement between the UK CAA and the member state to which I wish to transfer.
- 2) I confirm that I will return my original Part 66 AML to the UK CAA upon request.
- 3) I also understand that any incorrect information could disqualify me from holding a Part 66 AML.
- 4) I consent to all my personal data currently held by the UK CAA to be transmitted to the member state Authority as listed in section 5 below.

Name: Position:

Signature: Date:

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April 12, , 2019.

Hur Gör Vi

- En överföring innebär att du byter din certifikatutfärdande myndighet från UK CAA till en annan myndighet i ett EASA-land tex Transportstyrelsen.



Hur Gör Vi

- Ansökan EASA Form 19 Transportstyrelsen

TRANSPORT STYRELSEN Ansökan om utfärdande/ändring/förnyelse av certifikat för luftfartygsunderhåll (AML) enligt Del-66 1 (2)

1. Uppgifter om sökanden EASA Blankett 19

Efternamn	Förnamn
Serieför nummer (Måleransvar underhållet)	
Uppdragsadress	Postnummer och adress
Telefon	E-post
Nationalt	Födelseort
Certifikatnummer	Datum för första utfärdande

2. Uppgifter om arbetsgivare

Namn	De tilldelade ID-nummerna
Telefon	E-post

3. Ansökan om (Radera för relevanta rutor)

Utfärdande Ändring Förnyelse OBS! Vid ändring/förnyelse skall gällande certifikat i original bifogas ansökan.

(Under)kategorier	A	B1	B2	B2L	B3	C	L
Flygplan Turbin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flygplan Kolv	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helikopter Turbin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helikopter Kolv	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Avionik	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ikke trycksatta kolvmotorsflygplan med en max startmassa på 2000 kg eller mindre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Komplexa motordrivna luftfartyg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Andra än komplexa motordrivna luftfartyg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Systembehörigheter för B2L

Automatisk flygning	<input type="checkbox"/>
Instrument	<input type="checkbox"/>
ComNav	<input type="checkbox"/>
Övervakning	<input type="checkbox"/>
Skrovsystem	<input type="checkbox"/>

Underkategori till L-certifikat

L1C: Segelflygplan av kompositmaterial	<input type="checkbox"/>
L1: Segelflygplan	<input type="checkbox"/>
L2C: Motordrivna segelflygplan av kompositmaterial och ELA1-flygplan av kompositmaterial	<input type="checkbox"/>
L2: Motordrivna segelflygplan och ELA1-flygplan	<input type="checkbox"/>
L3H: Värmebälteballonger	<input type="checkbox"/>
L3G: Gasballonger	<input type="checkbox"/>
L4H: Värmebälteballonger	<input type="checkbox"/>
L4G: ELA2-gasbälteballonger	<input type="checkbox"/>
L5: Andra gasbälteballonger än ELA2	<input type="checkbox"/>

Mars 29, 2019.

Limitations Begränsningar

- UK CAA EASA Part-66 begränsningar (limitations)
- Transportstyrelsen kan acceptera "Section L" limitations

Unleash Limitations



UKCAA National Limitations

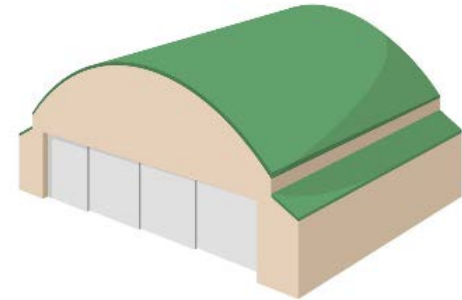
Part-66 LIMITATIONS

- 1 Excluding electrical power generation & distribution systems.
- 2 Excluding instrument systems, INS/IRS and flight directors systems.
- 3 Excluding autopilot systems on aeroplanes.
- 4 Excluding autopilot on helicopters.
- 5 Excluding automatic landing and autothrottle systems on aeroplanes.
- 6 Excluding radio communication/navigation and radar systems.
- 7 Excluding radio radar systems.
- 8 Reserved.
- 9 Excluding avionic LRUs.
- 10 Excluding airframe.
- 11 Excluding engine.
- 12 Excluding all pressurised aeroplanes.
- 13 Excluding all Metal Aeroplanes.
- 14 Excluding pressurised aeroplanes above 5700kg MTOM.
- 15 Excluding supercharged piston engines in aeroplanes.
- 16 Excluding navigational and electronic instrument systems, FDR, GPWS and vibration monitoring systems.
- 17 Excluding radio-coupled autopilot systems in aeroplanes.
- 18 Excluding radio-coupled autopilot systems in helicopters.
- 19 Excluding all tasks with the exception of compass compensation and adjustment only.
- 20 Excluding propeller-turbine engines.
- 21 Excluding all tasks with the exception of minor scheduled line maintenance up to and including daily inspections.
- 22 Excluding all tasks with the exception of cabin maintenance tasks.
- 23 Excluding all tasks with the exception of DC electrical components in mechanical systems.
- 24 Excluding all systems with the exception of LRUs within in-flight entertainment (IFE) systems.
- 25 Excluding AC electrical systems on aircraft above 5700kg MTOM, with the exception of component changes that do not require specialist test equipment to prove serviceability.
- 26 Excluding Avionic LRU replacement and BITE checks on aircraft above 5700kg MTOM.
- 27 Excluding antenna and antenna Feeder Systems relating to radio and radar systems.
- 28 Excluding maintenance tasks on Wooden Structures and fabric Coverings.

Any limitations that fall outside of the common scenarios listed above please email to eldweb@caa.co.uk for further information

Grundförutsättningar

- Professional connection to Sweden.
 - Anställningsbevis från 145 org
- Residential connections to Sweden.
 - Folkbokförd i Sverige



Transportstyrelsen rekommendation

- Vår rekommendation är att ansöka om överföring av ditt certifikat så snart som möjligt.
- En överföringsprocess kan ta flera veckor i kalendertid att genomföra.
- Detta beror på att det även är handläggningstider hos den myndighet man lämnar som mottagande myndighet inte råder över.
- Du har möjlighet att söka om överföring till vilket EASA-land som helst.

Kontakt UK CAA

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West Sussex RH6 0YR
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www.caa.co.uk

Frågor



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