



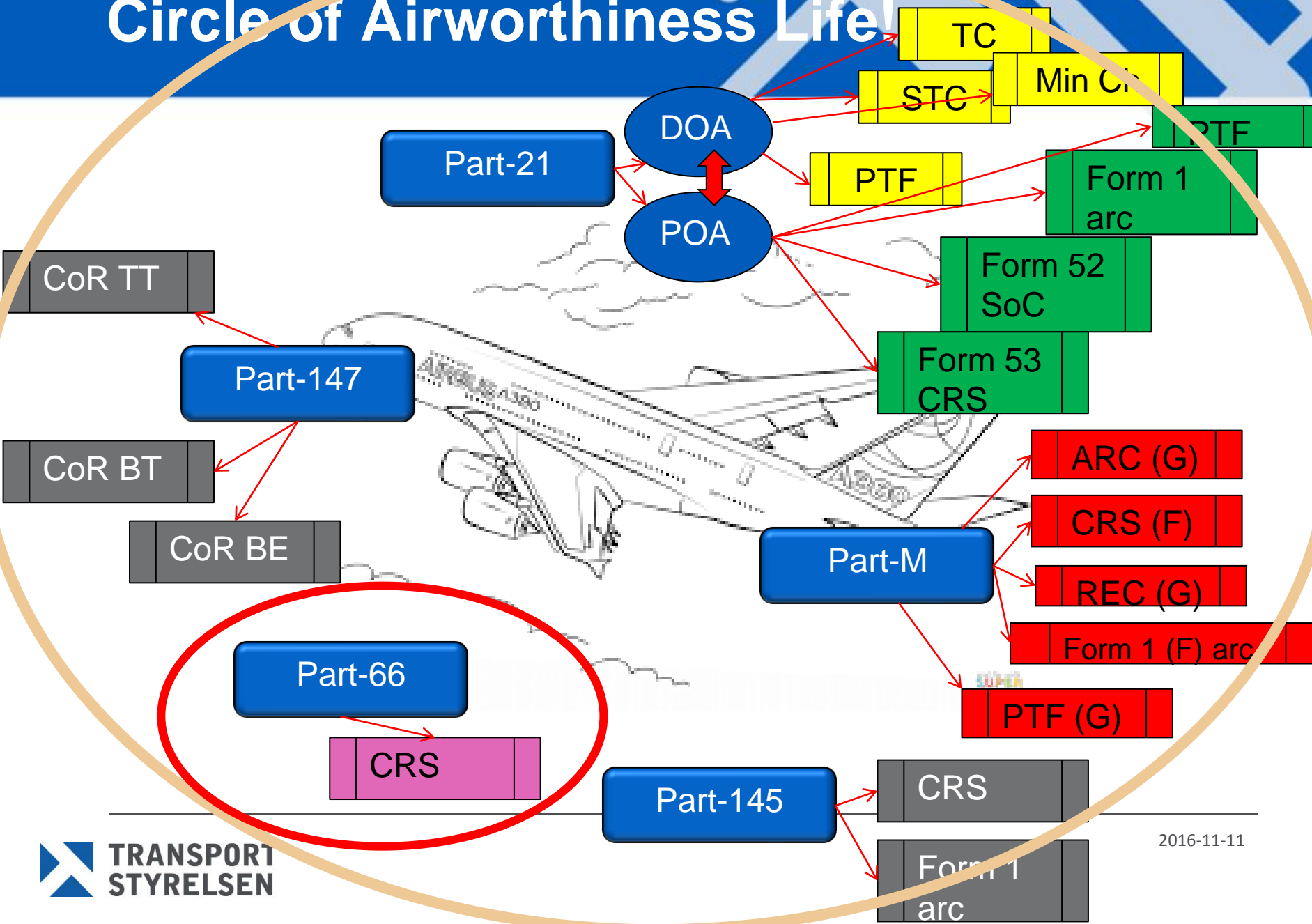
Seminarium för CAMO, F-verkstäder, AUB och tekniker med inriktning på privat-, skol- och bruksflyg 2016

Del 66 (Part 66)

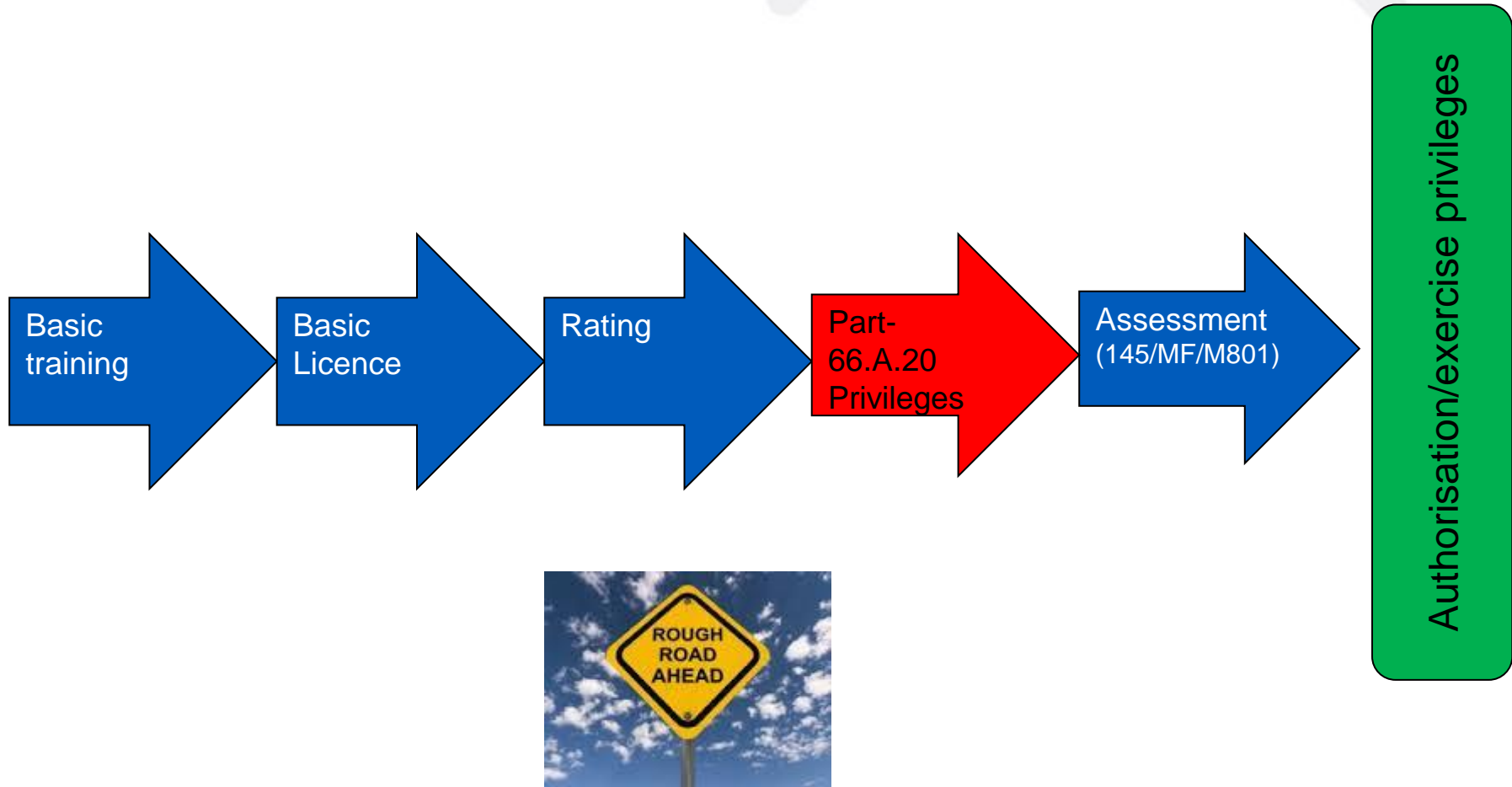
Det här med befogenheter (Privileges)

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Circle of Airworthiness Life!



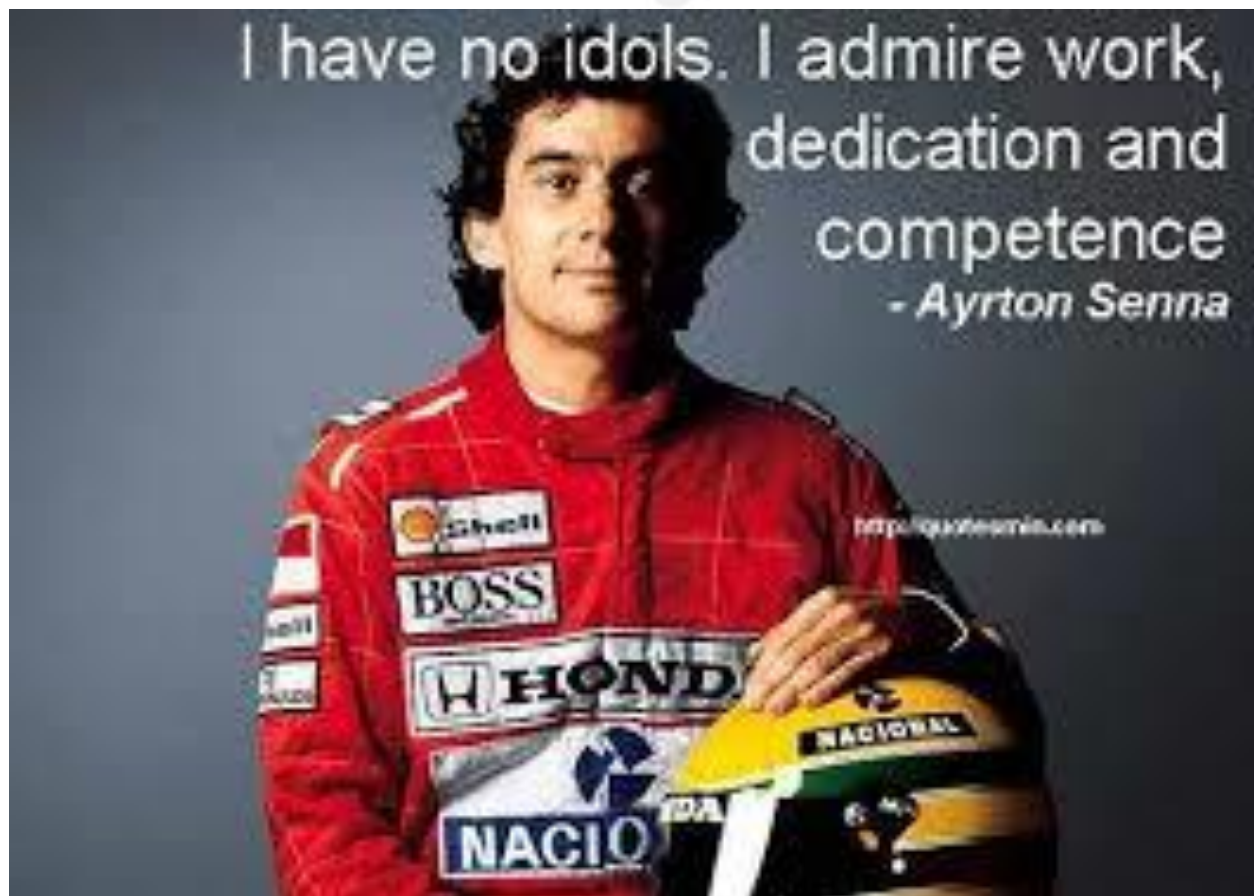
Part-66.A.20



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

1. in compliance with the applicable requirements of Annex I (Part-M) and Annex II (Part-145); and
2. in the preceding 2-year period he/she has, either had 6 months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of the appropriate privileges; and
- 3. he/she has the adequate competence to certify maintenance on the corresponding aircraft;** and
4. he/she is able to read, write and communicate to an understandable level 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.

Vad är kompetens?



Vad är kompetens?

- A cluster of related abilities, commitments, knowledge, and skills that enable a person (or an organization) to act effectively in a job or situation.



Vad är kompetens?

- **Vem skall bedöma individens kompetens...?**



AMC 66.A.20(b)3 Privileges

- The wording *'has the adequate competence to certify maintenance on the corresponding aircraft'* means that the **licence holder** and, if applicable, **the organisation** where he/she is contracted/employed, should ensure that he/she has acquired the appropriate
 - **knowledge,**
 - **skills,**
 - **attitude and**
 - **experience**to release the aircraft being maintained.

Vad är kompetens?



“Remember the heirarchy of competence – see one, do one, teach one, become a regulator.”

FAQ från EASA:s hemsida

- **I am a colour-blind. Does this prevent me from getting a Part-66 licence or exercising my licence privileges?**



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- Regulation (EU) 1321/2014 **does not require any medical examination** before applying for a Part-66 licence.
- Current 145.A.30(e) **requests certifying staff to receive a human factor training**



Kom ihåg...

- **”Human Factors”** är *aldrig* en grundorsak till en händelse
- **Grundorsaken** är *den/de faktorer* som gav upphov till att **”Human Factors”** kunde tillåtas orsaka händelsen

Common sense...

- **Inform the management** of your maintenance organisation:
- The **organisation** shall **establish and control the competence** of personnel; (145.A.30(e))
- The **organisation** shall have a **human performance programme** in place (145.A.35(e)); and
- The ICAO **safety management system** encourages to identify hazards and risks.
- **Find an agreement** with your company in order to list the maintenance tasks that you are allowed to carry out
- **Note: The same reasoning as explained above applies for any medical condition.**

Part-66.A.20 – sum up

Valid Part-66 licence with appropriate rating

Compliance

Part-M

Part-145

Experience in a two year period

6 months

100 days

50 days

Competence

Knowledge

Skill

Attitude

Experience

Communication

Read

Write

Understand

Exercise privileges Part-66.A.20

Licence holder and/or organisation

Frågor ?

Reflektioner?





Tack för er uppmärksamhet

Jukka Salo
Sektionen för underhålls och
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Kort om L och B2L licenser

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Sektionen för underhålls och
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Kort om L och B2L licenser



European Aviation Safety Agency Opinion No 05/2015

Publication date of the Opinion: 2015/Q2

Publication date of the **Decision: 2016/Q4**



Kort om L och B2L licenser

- **Subject 1 (B2L):** Adapt the current licensing requirements for maintenance of avionics and electrical systems to the lower complexity of light aircraft.
- **Subject 2 (L):** Propose a simple and proportionate system for the licensing of certifying staff involved in the maintenance of aircraft other than aeroplanes and helicopters and of ELA1 aeroplanes.

Kort om L och B2L licenser

Part-66 idag

B1.1, B1.2, B1.3

B1.4, B2, C



B3



Part-66 imorgon

B2L

L1C, L1, L2C, L2,

L3H, L3G, L4H,

L4G, L5



Kort om L och B2L licenser

The minimum duration of a complete basic training course

- B2 2 400 50–60 % theory
- **B2L** **1 500** **50–60 % theory**
- **L** **Examinations only**



Kort om L och B2L licenser

- **A category L** aircraft maintenance licence shall permit the holder to issue **certificates of release to service and to act as L support staff for the following:**
 - — maintenance performed on aircraft structure, power plant and mechanical and electrical systems;
 - — work on radio, Emergency Locator Transmitters (ELT) and transponder systems; and
 - — work on other avionics systems requiring simple tests to prove their serviceability.

Kort om L och B2L licenser

- The holder of an aircraft maintenance licence in category/subcategory **B1.2 or B3** is deemed to meet the basic knowledge requirements for a licence in subcategories **L1C, L1, L2C and L2.**



Kort om L och B2L licenser

Category L ratings

- **L1C:** composite sailplanes
- **L1:** sailplanes,
- **L2C:** composite powered sailplanes and composite ELA1 aeroplanes,
- **L2:** powered sailplanes and ELA1 aeroplanes,
- **L3H:** hot-air balloons,
- **L3G:** gas balloons,
- **L4H:** hot-air airships,
- **L4G:** ELA2 gas airships, and
- **L5:** gas airships other than ELA2.

Vad är vad?	ELA1	ELA2
an aeroplane with a Maximum Take-off Mass (MTOM) of 2000 kg or less		x
an aeroplane with a Maximum Take-off Mass (MTOM) of 1200 kg	x	
a sailplane or powered sailplane of 2000 kg MTOM or less		x
a sailplane or powered sailplane of 1200 kg MTOM or less	x	
a balloon		x
a balloon gas or hot air volume =<3400 m3 for hot air balloons, =<1050 m3 for gas balloons, =<300 m3 for tethered gas balloons;	x	
a hot air ship		x
an airship =<four occupants and a maximum lifting gas or hot air volume =<3400 m3 for hot air airships =<1000 m3 for gas airships;	x	
a gas airship meeting all of the following elements: 3% maximum static heaviness, Non-vectorred thrust (except reverse thrust), Conventional and simple design of: structure, control system and ballonnet system Non-power assisted controls;		x
a Very Light Rotorcraft, 600 kg MTOM or less		x

Kort om L och B2L licenser

Category	L	B2L
Systemrating	N/A	<ul style="list-style-type: none">- communication/navigation- instruments,- autoflight,- surveillance,- airframe systems.
Examinations	Modules acc. to Part-66. 147 org. or NAA	Modules acc. to Part-66. 147 org. or NAA
147 Basic Training course	N/A	1500 hours
Experience req.	1 (with limitations*) - 2 years	1-3 years depending on training

Kort om L och B2L licenser

Category	L	B2L
Ratings	<ul style="list-style-type: none">➤ L1C: composite sailplanes➤ L1: sailplanes,➤ L2C: composite powered sailplanes and composite ELA1 aeroplanes,➤ L2: powered sailplanes and ELA1 aeroplanes,➤ L3H: hot-air balloons,➤ L3G: gas balloons,➤ L4H: hot-air airships,➤ L4G: ELA2 gas airships➤ L5: gas airships other than ELA2.	<ul style="list-style-type: none">➤ . for Group 2 aircraft, the appropriate manufacturer subgroup rating or full subgroup rating;➤ 2. for Group 3 aircraft, the full group rating; and➤ 3. for Group 4 aircraft, the full group rating.

Kort om L och B2L licenser

Category	L	B2L
Priveleges	<ul style="list-style-type: none">— maintenance performed on aircraft structure, power plant and mechanical and electrical systems;— work on radio, Emergency Locator Transmitters (ELT) and transponder systems; and— work on other avionics systems requiring simple tests to prove their serviceability.	<ul style="list-style-type: none">-electrical systems;-avionics systems within the limits of the system ratings-when holding the 'airframe system' rating, performance of electrical and avionics tasks within power plant and mechanical systems, requiring only simple tests to prove their serviceability.

Kort om L och B2L licenser

Ny grupp:

- 1.. Group 1: complex motor-powered aircraft, helicopters with multiple engines, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships other than ELA2
- Group 2:
 - subgroup 2a: single turboprop engine aeroplanes;
 - subgroup 2b: single turbine engine helicopters; and
 - subgroup 2c: single piston engine helicopters.
- 3.. Group 3: piston engine aeroplanes other than those in Group 1.
- **4. Group 4: sailplanes, powered sailplanes, balloons and airships, other than those in Group 1.'**

Kort om L och B2L licenser

Hur ska TS gå till väga vid konvertering?

- Ta fram en konverteringsrapport
- Följa AMC och GM
- Samarbete/Delegering till bransch organisationer
- Inga privilegier enligt de nationella reglerna får förloras



Frågor





Tack för er uppmärksamhet

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