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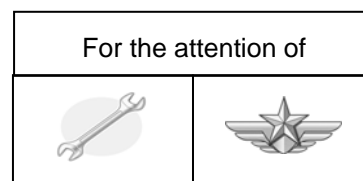
Lettre-Service

No. 1919-00-08

Marignane, 26.09.2008

SUBJECT:

GENERAL: Maintenance operations that can be carried out by an aircrew member - aircraft commander or flight engineer - under EASA regulations.



350	D	B	B1	B2	B3	BA	BB	LI
355	E	F	F1	F2	N	NP		
EC130	B4							

360	C												
365	C	C1	C2	C3	N	N1	N2	N3	K	F	F6	F1	
366	G1	Ga											
EC155	B	B1											

EC120	B
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341	B	C	D	E	F	G	H
342	J	Ma	L	LI	M	MI	

AL II	3130	313B		
AL II ASTAZOU	3180	318B	318C	
AL III	3160	316B	316C	319B
LAMA	315B			

Dear Customer,

Following your questions about the maintenance operations which can be carried out by your aircrews, EUROCOPTER has contacted the EASA for further information on how to comply with the applicable regulations. The purpose of this Service Letter is to help you understand the European Commission (EC) Regulation No. 2042/2003, issued by the EASA committee on November 20, 2003. This Service Letter only applies to operators subject to the jurisdiction of the EASA and in no way replaces these requirements or any amendments thereto.

This Service Letter is issued to operators not subject to the jurisdiction of the EASA for information only.

EC Regulation No. 2042/2003 states that:

- Maintenance operations shall be performed by maintenance personnel holding the appropriate type qualification and Part-66 maintenance licence.
- Only Pre-Flight operations can be carried out by an aircrew member.

This obligation was published in the Official Journal of the European Union and took effect from November 29, 2003. However, a number of concessions were granted. (Refer to EC Regulation Article 7). As of September 28, 2008, the obligation will apply to all the helicopter operators that are subject to Part-145 regulation.

Part-145 Regulation may however authorize an aircraft commander or a flight engineer not holding a Part-66 maintenance licence to perform maintenance operations classified as "simple" (according to the criteria specified in "Acceptable Means of Compliance (AMC) 145.A.30 (j) (4)"). Authorisations are granted according to the following rules:

- Authorisation 145.A.30 (j) (3):

"For a repetitive "pre-flight" airworthiness directive which specifically states that the flight crew may carry out such airworthiness directive, the organisation may issue a limited certification authorisation to the aircraft commander and/or the flight engineer on the basis of the flight crew licence held. However, the organisation shall ensure that sufficient practical training has been carried out to ensure that such aircraft commander or flight engineer can accomplish the airworthiness directive to the required standard".

Help for understanding the above authorization:

The periodic maintenance operations required by an Airworthiness Directive may be performed by an aircraft commander or a flight engineer provided that the Airworthiness Directive specifies that it can be complied with by aircrews.

The aircraft commander or the flight engineer shall be qualified by the maintenance organisation to perform the required maintenance operations.

- Authorisation 145.A.30 (j) (4):

"In the case of aircraft operating away from a supported location the organisation may issue a limited certification authorisation to the commander and/or the flight engineer on the basis of the flight crew licence held subject to being satisfied that sufficient practical training has been carried out to ensure that the commander or flight engineer can accomplish the specified task to the required standard. The provisions of this paragraph shall be detailed in an exposition procedure."

Help for understanding the above authorisation:

When an aircraft is operated **outside its maintenance base operating area**, the maintenance operations classified as "simple" and required by the Maintenance Programme or by Alert Service Bulletins (ASB) and Service Bulletins (SB) may be performed by an aircraft commander or a flight engineer qualified by the Operator's Maintenance Organisation to carry out the required maintenance operations.

For such authorisations to be granted, the manager of the Maintenance Organisation responsible for ensuring continued airworthiness, and the person tasked with implementing maintenance operations therefore must:

- Specify in detail a procedure for issuing a limited authorisation under 145.A.30 (j) (3) or (j) (4) in Part-145 Maintenance Organisation Exposition (MOE) procedure.
- Have these procedures approved by the relevant local Airworthiness Authority.
- Issue an authorisation to the aircraft commander or the flight engineer allowing them to perform maintenance operations and release the aircraft to service (APRS) in accordance with the criteria specified in 145.A.30 (j) (3) and 145.A.30 (j) (4).

In addition to this Service Letter, EUROCOPTER will modify its publications by:

- Deleting the "Pre-flight check" or "15-hour inspection" sections from the Flight Manuals in order to be in compliance with the regulations.
- If necessary, revising the Alert Service Bulletins (ASBs) covered by authorisation 145.A.30 (j) (3) in order to specify the maintenance operations that can be carried out by an aircraft commander or a flight engineer. Consequently, the Airworthiness Directives referring to these ASBs will be updated.

Following the above changes, aircrews may need to refer to the maintenance documents (PRE, AMM, etc.). They will have been familiarized with the use of such documents during the above specified "qualification".

EUROCOPTER informs you that all the maintenance operations with intervals of less than 15 hours defined in the Maintenance Programme (Chapter 05 and/or the "Airworthiness Limitations", Sections 05.99 or 04) and referring to Maintenance Manual procedures (VLV (flight-related check), ALF, TA, BFF) are "simple" tasks which meet the criteria given in AMC 145.A.30 (j) (4). This rule does not apply to optional equipment or operations performed in "particular" climatic conditions.

Should you require any further information or experience difficulties in complying with the European Commission (EC) Regulation No. 2042/2003, issued by the EASA committee on November 20, 2003, do not hesitate to contact your usual technical contact at EUROCOPTER.

Yours sincerely,

B. PLISSONNEAU

A handwritten signature in black ink, appearing to be 'B. Plissonneau', written over a horizontal line.

Technical Support Vice-President
Support & Services