



**PURSUANT** to Sections 28 and 30 of the Civil Aviation Act 1990

**I, CRAIG FOSS**, Associate Minister of Transport,

**HEREBY MAKE** the following ordinary rules.

**SIGNED AT** Wellington

This *2nd* day of *Dec.* 2015

by **HON CRAIG FOSS**

A handwritten signature in black ink, appearing to read 'C. Foss', is written over the printed name 'HON CRAIG FOSS'.

Associate Minister of Transport

**Civil Aviation Rules**

**Part 66, Amendment 5**

**Aircraft Maintenance Personnel Licensing**

*Docket 14/CAR/2*

## Content

Rule objective.....	3
Extent of consultation.....	3
Summary of submissions.....	3
Examination of submissions.....	3
Insertion of Amendments .....	4
Effective date of rule.....	4
Availability of rules.....	4
66.53 Eligibility requirements .....	5
66.103 Eligibility requirements .....	6
66.203 Eligibility requirements .....	7
Consultation Details .....	9
Rule 66.103(3)(ii)(A) .....	9

## **Rule objective**

The objective of amendment 5 to Part 66 is to provide rules which assist the economic development of the aircraft maintenance training sector. This amendment is consequential to the introduction of Part 147.

## **Extent of consultation**

Development of the rule proposal included informal discussions, meetings and emails with Air New Zealand Aviation Institute, Air Nelson, Eagle Airways, Airwork, Nelson Marlborough Institute of Technology, Hawker Pacific, Oceania, the Aircraft Engineers Association of New Zealand, Aviation Services Ltd, New Zealand Qualifications Authority, and Service IQ. Prior to the publication of the notice of the proposal, the Maintenance Training Organisations project was undertaken in consultation with a project working group that consisted of representatives from the aviation industry. The project working group also had support from the Aviation Community Advisory Group and Aviation New Zealand.

A Notice of Proposed Rulemaking, NPRM 15-03, containing the proposed new Part 147, and consequential amendments to Parts 66, 119 and 145, was issued for public consultation under Docket 14/CAR/2 on 16 July 2015.

The publication of this NPRM was notified in the Gazette on 16 July 2015, published on the CAA web site, and mailed to identified stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A period of 23 days was allowed for comment on the proposed rule.

## **Summary of submissions**

Four written submissions and no oral comments were received on the NPRM. These submissions and comments have been considered and as a result no significant amendments were made to the proposal. Refer also to *Consultation Details* on page 9.

## **Examination of submissions**

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Authority between 8:30 am and 4:30 pm on weekdays, except statutory holidays.

**Insertion of Amendments**

The amendment to the rule in this Part is reflected by replacing the existing rule with the amended rule.

**Effective date of rule**

Amendment 5 to Part 66 comes into force on 1 February 2016.

**Availability of rules**

Civil Aviation Rules are available from–

CAA web site: <http://www.caa.govt.nz/>

Freephone: 0800 GET RULES (0800 438 785)

***Rule 66.53 is revoked and replaced by the following rule:***

**66.53 Eligibility requirements**

(a) To be eligible for the grant of an aircraft maintenance engineer licence, a person must—

- (1) be at least 21 years of age; and
- (2) have passed written examinations, or their equivalents, including an examination in Air Law, that—
  - (i) are acceptable to the Director; and
  - (ii) are relevant to the duties and responsibilities of an aircraft maintenance engineer in the category of licence sought; and
- (3) have passed an oral examination covering the person's understanding and practical application of the duties and responsibilities exercised by the holder of an aircraft maintenance engineer licence; and
- (4) have satisfactorily completed one of the following:
  - (i) a traineeship in an aviation technical trade, of forty-eight months of practical aviation related experience, including formal technical training with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or modifying airframes, powerplants, or avionic equipment, gained at any time; or
  - (ii) a traineeship in an appropriate non-aviation technical trade, and thirty-six months of practical aviation related experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or modifying airframes, powerplants, or avionic equipment, gained following completion of the traineeship; or

- (iii) a total of sixty months of practical aviation related experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or modifying airframes, powerplants, or avionic equipment; or
  - (iv) a course of integrated training, including at least thirty-six months of supervised training and experience, conducted by the holder of a training organisation certificate granted under section 9 of the Act and in accordance with Part 141 or Part 147 if the certificate authorised the conduct of such a course.
- (b) For each option in paragraph (a)(4), 24 months of the experience required must be appropriate to the category of licence sought.
- (c) The holder of an aircraft maintenance engineer licence is entitled to an additional category of licence if the holder has passed the applicable examinations required by paragraph (a)(2) and has completed—
- (1) 24 months of experience appropriate to the category of licence sought; or
  - (2) 12 months of experience appropriate to the category of licence sought if the applicant has exercised the privileges of an aircraft maintenance engineer licence for 10 or more years.

***Rule 66.103 is revoked and replaced by the following rule:***

**66.103 Eligibility requirements**

To be eligible for the grant of an aircraft maintenance engineer group or type rating a person must—

- (1) hold a current aircraft maintenance engineer licence; and
- (2) have completed 6 months practical experience on the type or group of aircraft or components for which the rating is sought; and
- (3) have successfully completed—

- (i) examinations acceptable to the Director; or
- (ii) a course of training relevant to the type of aircraft or components for which the rating is sought—
  - (A) conducted by the holder of a training organisation certificate granted under section 9 of the Act and in accordance with Part 141 or Part 147 if the certificate authorised the conduct of such a course; or
  - (B) conducted by the manufacturer of the applicable aircraft or component; or
  - (C) approved by the competent authority of a foreign Contracting state.

*Rule 66.203 is revoked and replaced by the following rule:*

**66.203 Eligibility requirements**

To be eligible for a certificate of inspection authorisation a person must—

- (1) hold a rated aircraft maintenance engineer licence, issued under this Part, or an equivalent Australian aircraft maintenance engineer licence registered in New Zealand, in both aeroplane and powerplant categories, or in both rotorcraft and powerplant categories, and at the time of application have—
  - (i) held the licence for a period of at least 60 months; and
  - (ii) met the recent experience requirement prescribed in 66.57 for a period of at least 60 months; and
- (2) have, within the immediately preceding 24 months—
  - (i) exercised the privileges of an aircraft maintenance engineer licence; or
  - (ii) supervised, in an executive capacity, the maintenance of aircraft; and

- (3) have passed an examination in airframe overhaul that is acceptable to the Director; and
- (4) have successfully completed a course of instruction and passed a written examination on the inspection of aircraft and components for conformity with the CAR, conducted by—
  - (i) the holder of a maintenance training organisation certificate or a restricted maintenance training organisation certificate issued under Part 147; or
  - (ii) the Director.

**Consultation Details**

*(This statement does not form part of the rules contained in Part 66. It provides details of the consultation undertaken in making the rules.)*

A Notice of Proposed Rulemaking, NPRM 15-03 *Maintenance Training Organisations*, containing the proposed rules was issued for public consultation under Docket 14/CAR/2 on 16 July 2015.

Four written submissions were received covering six topics. One submission supported the proposal without changes. One submission supported the proposal, and made four suggestions for improvement. Two submissions did not support the proposal, but would if certain changes were made in two areas.

One submission was relevant to Part 66:

**Rule 66.103(3)(ii)(A)**

The submitter stated:

“May be out of scope, but there is no proof of knowledge required if the training course is provided by a Part 147 certificate holder. Simply attending a course does not guarantee adequate knowledge has been imparted to the attendee.”

***CAA response***

*The CAA agrees with the intent of this submission, and notes that matters of receiving adequate training and the competency of licensed aircraft maintenance engineers is within the scope of Part 66 Aircraft Maintenance Personnel Licensing. The CAA is currently reviewing Part 66, which includes consideration of license holders' training and competency requirements.*