



AIRCRAFT MAINTENANCE TECHNICIAN LICENSE

SECTION 1 GENERAL INFORMATION

1.1 PURPOSE

This Advisory Circular (AC) provides information and guidance on the privileges and scope of aircraft maintenance license issued under VAR Part 7.

1.2 STATUS OF THIS AC

This AC is an original issuance.

1.3 BACKGROUND

- A. VAR Par 7, 7.353 described the privileges associated to each aircraft maintenance license, not clearly defined what an electrical system is and what an avionic system is, what avionic tasks can be performed by a B1 license holder and what is a simple test.
- B. Additional, the B2 licensed personnel privileges are too restricted, whereas the duration of the basic training for category B2 is the same as the one for category B1.
- C. Furthermore, the VAR Part 7, 7.353 and associated appendix do not seem sufficient to determine the minor scheduled line maintenance and simple defect rectification which can be performed by a category A license holder.

1.4 APPLICABILITY

The information in this AC are for use by AMT license holder and VAR Part 5 AMO for determination and exercise the privileges and scope of AMT license.

1.5 RELATED REGULATIONS

The following regulations are directly applicable to the guidance contained in this advisory circular—

- VAR Part 4, Continuing Airworthiness of Aircraft.
- VAR Part 5, Approved Aircraft Maintenance Organizations
- VAR Part 7, Aviation Personnel License
- VAR Part 10, Operations of Aircraft

1.6 RELATED PUBLICATIONS & REFERENCES

For further information on this topic, individuals, instructors and examiners are invited to consult the following publications—

- 1) Civil Aviation Authority of Viet Nam (CAAV)
 - ◆ AC 05-002 AMO Manual
 - ◆ AC 07-017 STS AMT Technician.
- 2) European Aviation Safety Agency (EASA)
 - ◆ AMC/GM to Part 145
 - ◆ AMC/GM to Part 66

- 3) International Civil Aviation Organization (ICAO)
 - ◆ Annex 1, Personnel Licensing
 - ◆ Annex 8, Airworthiness of Aircraft
 - ◆ Document 9051, Airworthiness Technical Manual

1.7 ACRONYMS & ABBREVIATION

The following acronyms and abbreviations are used in this advisory circular—

- 1) AMO= Approved Maintenance Organization
- 2) AC= Advisory Circular
- 3) AMT= Aircraft Maintenance Technician License
- 4) CAAV= Civil Aviation Authority of Vietnam
- 5) LRU= Line Replaceable Unit
- 6) PEL= Personnel Licensing
- 7) VAR= Vietnam Civil Aviation Regulations

SECTION 2 PRIVILEGES AND SCOPE OF AMT

2.1 DEFINITIONS

The following definitions apply to the privileges and scope of AMT:

- A. **Simple test** means a test described in approved maintenance data and meeting all the following criteria:
 - 1) The serviceability of the system can be verified using aircraft controls, switches, Built-in Test Equipment (BITE), Central Maintenance Computer (CMC) or external test equipment not involving special training.
 - 2) The outcome of the test is a unique GO – NO GO indication or parameter, which can be a single value or a value within an interval tolerance. No interpretation of the test result or interdependence of different values is allowed.
 - 3) The test does not involve more than 10 actions as described in the approved maintenance data (not including those required to configure the aircraft prior to the test, i.e. jacking, flaps down, etc., or to return the aircraft to its initial configuration). Pushing a control, switch or button, and reading the corresponding outcome may be considered as a single step even if the maintenance data shows them separated.
- B. **Troubleshooting** means the procedures and actions necessary, using approved maintenance data, in order to identify the root cause of a defect or malfunction. It may include the use of BITE or external test equipment.
- C. **Electrical system** means the aircraft electrical power supply source, plus the distribution system to the different components contained in the aircraft and relevant connectors. Lighting systems are also included in this definition. When working on cables and connectors which are part of these electrical systems, the following typical practices are included in the privileges:
 - 1) Continuity, insulation and bonding techniques and testing;
 - 2) Crimping and testing of crimped joints;
 - 3) Connector pin removal and insertion;
 - 4) Wiring protection techniques.

- D. **Avionics system** means an aircraft system that transfers, processes, displays or stores analogue or digital data using data lines, data buses, coaxial cables, wireless or other data transmission medium, and includes the system's components and connectors. Examples of avionics systems include the following:
- 1) Auto flight;
 - 2) Communication, Radar and Navigation;
 - 3) Instruments (see NOTE below);
 - 4) In Flight Entertainment Systems;
 - 5) Integrated Modular Avionics (IMA);
 - 6) On-Board Maintenance Systems;
 - 7) Information Systems;
 - 8) Fly by Wire Systems (related to ATA27 'Flight Controls');
 - 9) Fiber Optic Control Systems.
- E. **Line maintenance** means any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. It may include:
- 1) Trouble shooting;
 - 2) Defect rectification;
 - 3) Component replacement with use of external test equipment, if required. Component replacement may include components such as engines and propellers;
 - 4) Scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in depth inspection. It may also include internal structure, systems and power plant items which are visible through quick opening access panels/doors;
 - 5) minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means;
 - 6) for temporary or occasional cases (Airworthiness Directives, herein after AD; service bulletins, herein after SB)
- F. **Base Maintenance** means any task falling outside the criteria that are given above for Line Maintenance.

2.2 PRIVILEGES AND SCOPE OF CATEGORY A LICENSE

- A. Category A licenses are issued with one or more of the subcategories A1, A2, A3, and A4. A category A aircraft maintenance license permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation issued by VAR Part 5 AMO.
- B. The certification privileges shall be restricted to work that the license holder has personally performed in the maintenance organisation that issued the certification authorisation.
- C. Category A license holders may not supervise the work of others for maintenance certification purposes. A second person could be present during the maintenance task and simply assisting the category A license holder.
- D. Minor scheduled line maintenance means any minor scheduled inspection/check up to and including a weekly check specified in the aircraft maintenance programme. For aircraft maintenance programmes that do not specify a weekly check, the CAAV will determine the most significant check that is considered equivalent to a weekly check.

E. Typical tasks permitted after appropriate task training to be carried out by the category A personnel for the purpose of these personnel issuing an aircraft certificate of release to service as specified in point 5.150 of VAR Part 5as part of minor scheduled line maintenance or simple defect rectification are contained in the following list:

- 1) Replacement of wheel assemblies.
- 2) Replacement of wheel brake units.
- 3) Replacement of emergency equipment.
- 4) Replacement of ovens, boilers and beverage makers.
- 5) Replacement of internal and external lights, filaments and flash tubes.
- 6) Replacement of windscreen wiper blades.
- 7) Replacement of passenger and cabin crew seats, seat belts and harnesses.
- 8) Closing of cowlings and refitment of quick access inspection panels.
- 9) Replacement of toilet system components but excluding gate valves.
- 10) Simple repairs and replacement of internal compartment doors and placards but excluding doors forming part of a pressure structure.
- 11) Simple repairs and replacement of overhead storage compartment doors and cabin furnishing items.
- 12) Replacement of static wicks.
- 13) Replacement of aircraft main and APU aircraft batteries.
- 14) Replacement of in-flight entertainment system components other than public address.
- 15) Routine lubrication and replenishment of all system fluids and gases.
- 16) The de-activation only of sub-systems and aircraft components as permitted by the operator's minimum equipment list where such de-activation is agreed by the CAAV as a simple task.
- 17) Inspection for and removal of de-icing/anti-icing fluid residues, including removal/closure of panels, cowls or covers or the use of special tools.
- 18) Any other task agreed by the CAAV as a simple task for a particular aircraft type. This may include defect deferment when all the following conditions are met:
 - ◆ There is no need for troubleshooting; and
 - ◆ The task is in the MEL; and
 - ◆ The maintenance action required by the MEL is agreed by the CAAV to be simple.

In the particular case of helicopters, and in addition to the items above, the following:

- 19) Removal and installation of Helicopter Emergency Medical Service (HEMS) simple internal medical equipment.
- 20) Removal and installation of external cargo provisions (i.e., external hook, mirrors) other than the hoist.
- 21) Removal and installation of quick release external cameras and search lights.
- 22) Removal and installation of emergency float bags, not including the bottles.
- 23) Removal and installation of external doors fitted with quick release attachments.
- 24) Removal and installation of snow pads/skid wear shoes/slump protection pads.

2.3 PRIVILEGES AND SCOPE OF CATEGORY B1 LICENSE

- A. Category B1 licenses are issued with one or more of the subcategories B1.1, B1.2, B1.3, B1.4. A category B1 aircraft maintenance license shall permit the holder to issue certificates of release to service for maintenance work within the scope of the license.
- B. Category B1 covers aircraft structural, powerplant, mechanical and electrical systems including work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.
- C. B1 license holders may also undertake any work covered by a category A included on the license. The license holder may supervise others for maintenance certification purposes.

2.4 PRIVILEGES AND SCOPE OF CATEGORY B2 LICENSE

- A. A category B2 aircraft maintenance license shall permit the holder to issue certificates of release to service for maintenance work within the scope of the license.
- B. Category B2 covers avionic and electrical systems including electrical and avionic stacks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability. The license holder may supervise others for maintenance certification purposes.
- C. A category B2 aircraft maintenance license also permit the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation issued by VAR Part 5 AMO. This certification privilege shall be restricted to work that the license holder has personally performed in the maintenance organisation which issued the certification authorisation. The typical tasks as part of minor scheduled line maintenance or simple defect rectification are described in 2.2(5) of this AC.

End of Advisory Circular