


Irish Aviation Authority The Times Building 11–12 D’Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	AERONAUTICAL NOTICE No. A.105 ISSUE 02 DATE 01.11.19	
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Scope of Line Maintenance

The scope of a line maintenance organisation, described in Commission Regulation (EU) 1321/2014 AMC 145.A.10, includes minor repair and modifications which do not require extensive disassembly and can be accomplished by simple means.

Accordingly, there are three requirements to permit line maintenance to carry out a repair or modification: It shall be considered minor; it will not require extensive disassembly; and it can be accomplished by simple means. Each of these requirements is described in detail below.

1. A minor repair or modification.
The reference to minor repairs and modifications in this case does not refer to the major/minor design classification described in 21A.91 of the Annex (Part 21) to Commission regulation (EU) 748/2012. Part 21A.91 relates to the effect of the design on various characteristics affecting airworthiness of the product and to the extent of the showing of compliance that is required for a particular repair or modification design. The minor repair and modifications described in AMC 145.A.10 are considered non-complex and not extensive.


2. Extensive disassembly.
Extensive disassembly is the level of disassembly, and subsequent reassembly, that cannot be reasonable accomplished in the time available prior to the next intended flight. It is important to note that line maintenance is maintenance carried out before flight to ensure that the aircraft is fit for the intended flight. This is normally whilst the aircraft is in service, during the turnaround between flights. A repair or modification cannot be considered a line maintenance task when the required disassembly is extensive to such a degree that the aircraft must be removed from its intended service in order to accomplish the task.

3. Simple means.
The accomplishment by simple means refers to the use of ordinary tools to carry out the repair or modification. The use of special tools, fixtures, jigs, or processes requiring a controlled environment cannot be considered as simple accomplishment means. The requirement for levelling of the aircraft cannot be considered simple means.

Line maintenance organisations, and continuing airworthiness management organisations, should have in place procedures to assess whether each repair and modification can be accomplished as part of line maintenance or otherwise as base maintenance.

These procedures should ensure that the following are considered:

- The time available to carry out the modification or repair task;
- The level of disassembly required to access the area;
- The environmental conditions, including light, temperature, humidity, precipitation, and wind;
- The tooling and jigs required;
- Jacking and levelling requirements;

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The need for hangar space;
Access to workshops; and
Co-ordination with suppliers.

This notice replaces Aeronautical Notice A.105 at issue 01 which should be discarded.

**Chief Executive
Irish Aviation Authority**