



Issued: 26 January 2017

Part-147 Certificates of Recognition Issued by the Hellenic Aviation Training Academy (HATA) - EL.147.0007

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	All Part-145 and Part M Maintenance Organisations, Part-147 Training Organisations
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	All Part-66 Licensed Engineers

1 Introduction

- 1.1 In response to a revised EASA Safety Information Bulletin (SIB) No. 2014-32R1 entitled: **'Alleged Examination Fraud at Part-147 Maintenance Training Organisation, Hellenic Aviation Training Academy'** (HATA) and in consideration of Commission Decision (EU) No. 2016/2357 in respect of certificates issued by HATA and Part-66 licenses issued on the basis thereof, the UK CAA hereby issues this Information Notice (IN).

2 Background

- 2.1 The Hellenic Civil Aviation Authority (HCAA) informed EASA and the aviation community of the revocation of the Part-147 maintenance training organisation approval for HATA - EL.147.0007 owing to allegations of examination fraud at this organisation.

EASA subsequently requested that the European Commission decide on the application of Article 11(1) of Basic Regulation (EC) No. 216/2008 to Certificates of Recognition (CoR's) for basic knowledge examination on technical modules issued by HATA (modules 7,11,12,13,14,15,16,17) and to the Part-66 licences issued by the Member States' Competent Authorities on the basis of these CoR's. The Commission concluded that the situation showed a systemic failure in the HCAA safety oversight tasks and responsibilities, which supports the lack of sufficient guarantees attached to the CoR's issued by HATA. The Commission therefore decided that it is necessary for the Competent Authorities concerned to take corrective action ensuring the required level of safety under the circumstances.

- 2.2 There is a probability that CoR's issued by HATA have been used by applicants to gain Part-66 licences within the EASA member States, or in other States that recognise the EASA Form 148 CoR. Consequently, there is an immediate cause of concern that persons could have been issued licences and are exercising certification privileges or releasing aircraft after maintenance without having the required basic knowledge to do so.
- 2.3 The UK CAA therefore has an obligation to follow EASA (SIB) No. 2014-32R1 and Commission Decision (EU) No. 2016/2357 and take appropriate measures to prevent the continuation of any further infringements.
- 2.4 The relevant examination requirements for a Part-66 licence are set out in EU Regulation No. 1321/2014 (replacing EU Regulation No. 2042/2003) *on the continuing airworthiness of aircraft and aeronautical products, part and appliances, and on the approval of organisations and personnel involved in these tasks*). Annex III Part-66.A.25 refers to the Basic Knowledge Requirements. This comprises a number of modular examinations pertinent to the category of licence requested in Annex I. Part-66.B.100 (b) states: - *'The competent authority shall verify an applicant's examination status and/or confirm the validity of any credits to ensure that all required modules of Appendix I have been met as required by this Part (Part-66)'*.
- 2.5 The UK CAA will no longer recognise the validity of CoR issued by HATA between 14 September 2010 and 26 February 2014. Therefore, the UK CAA cannot be satisfied that any student who obtained their CoR at HATA is able to meet the standards of knowledge required by Part-66.A.25. The UK CAA will suspend those parts of any affected Part-66 licence issued by the UK CAA where the relevant part of that licence was obtained using CoR issued by HATA. The affected licence holder must demonstrate to the UK CAA that they meet the requirements of Part-66.A.25 before the relevant part of their licence will be reinstated.

3 Obligations of a UK CAA Issued EASA Part-66 Licence Holder

- 3.1 **Any** UK CAA issued EASA Part-66 licence holder, who attended examinations conducted by the above referenced organisation (HATA) between 14 September 2010 and 26 February 2014 is to contact the UK CAA immediately and await further instructions.
- 3.2 **Any** UK CAA issued EASA Part-66 licence holder, where their relevant Part-66 licence was issued or amended on the basis of CoR's awarded by HATA, is required to immediately:
- Inform their Licensing Authority and the approved organisation(s) they work for of this IN (No. IN-2017/006) and how it affects them.
 - Not Exercise the privileges of their licence until their Licensing Authority has evaluated their level of knowledge in the affected technical modules.
 - Assist their Licensing Authority in the investigation of their relevant level of knowledge.
 - Provide all available information to their Licensing Authority regarding fraud, cheating, low level of knowledge of any Part-66 licence holders, or improper Part-147 organisations.

4 Obligations of the EASA Part 145 and EASA Part M Organisations

- 4.1 **All** EASA Part-145 and Part-M organisations are to immediately conduct a review to ensure that their Part-66 licensed authorising personnel are **not** affected by the content of this IN.
- 4.2 If in the event an organisation identifies such individuals, that organisation is to contact their local CAA surveyor or to email eldweb@caa.co.uk.

5 Queries

- 5.1 Any queries or requests for further guidance as a result of this communication should be addressed to eldweb@caa.co.uk.

6 Cancellation

6.1 This Information Notice will remain in force until further notice.