

Issued as part of the process of public consultation by the CAA

# **NOTICE OF PROPOSED AMENDMENT**

(NPA 03/19)

## **AMENDMENT OF**

## **AIR NAVIGATION TECHNICAL**

## **REGULATIONS**

### ***ANTR PART II***

### ***(LICENSING REGULATIONS)***

### ***Aircraft Maintenance Licence Aeroplanes and Helicopters (ANTR 66)***

**Who this NPA applies to:**

It is anticipated that this proposal will affect the following groups in the aviation industry:  
Operators of Bahraini registered aircraft, aircraft engineering facilities and CAA staff

**AERONAUTICAL LICENSING DIRECTORATE**

**NOTICE OF PROPOSED AMENDMENT**  
*(NPA 03/19)*

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## AERONAUTICAL LICENSING DIRECTORATE

### 1. INTRODUCTION

- 1.1 The Kingdom of Bahrain's aviation safety requirements are currently contained in the Civil Aviation Law and Air Navigation Technical Regulations. It has become CAA policy that the Air Navigation Technical Regulations will be gradually amended to reflect ICAO Annex SARPs and industry best practice (EASA). This NPA applies to Air Navigation Technical Regulations ANTR Part II (ANTR 66).
- 1.2 The purpose of this Notice of Proposed Rule Making (NPA) is to:
- (a) Continue the process of formal public consultation on proposed amendments of the Air Navigation Technical Regulations; and
  - (b) Ensure the adequacy of regulations governing operations of CAA registered in accordance with ICAO SARPS and international best regulatory practices; and
  - (c) Determine the effect on the aircraft operator of the proposed regulations.
- 1.3 The CAA now seeks comments on this proposal from the aviation industry and the concerned parties before proceeding further.
- 1.4 Abbreviations
- |       |  |
|-------|--|
| NPA   | Notice of Proposed Amendment                     |
| SARPS | ICAO Standards and Recommended Practices         |
| CAA   | Civil Aviation Affairs of the Kingdom of Bahrain |

### 2. OBJECTIVE

- 2.1 The objective of this NPA is to amend ANTR Part II (ANTR 66) to the existing regulations for compliance with ICAO Annex 1 (SARPs) and fulfill requirement to add enforcement based on the ICAO ICVM Audit.
- 2.2 A number of regulatory criteria have been identified to guide the development of the Air Navigation Technical Regulations. The criteria require that the new regulation should:
- (a) be clear, concise and unambiguous;
  - (b) be consistent with the Kingdom of Bahrain's international obligations;
  - (c) be harmonized with ICAO SARPS and European standards, unless unique CAA circumstances require otherwise;
  - (d) be outcome-based, to the greatest extent practicable;
  - (e) be cost effective or cost neutral; and
  - (f) be enforceable.

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### 3. REGULATORY PROPOSAL

- 3.1 The CAA considers that revision and modification of existing regulations along the lines of ICAO Annex 1 (SARPs), is appropriate and consistent with CAA future objectives and regional harmonization.
- 3.2 The CAA considers that revision and modification of existing regulation along the lines of the European model is appropriate and consistent with future objectives and regional harmonization.
- 3.3 Amendment action is planned for **24 March 2019**.

### 4 AFFECT OF CHANGES

- 4.1 The persons affected by this NPA are:
- 4.1.1 Operators of the Bahraini registered aircraft;
  - 4.1.2 Engineering facilities; and
  - 4.1.3 CAA staff.
- 4.2 Effect on Existing Regulation. This NPA contains all of the necessary amendments for compliance with ICAO Annex 1 (SARPs) and fulfill requirement to add enforcement based on the ICAO ICVM Audit.
- 4.3 The effect of the proposed new regulations is considered to be generally cost neutral, with greater operational flexibility and guidance.
- 4.4 There would be no additional change in CAA inspections and compliance with the proposed regulations will be monitored and enforced through normal CAA surveillance activity.

### 5 PRESENTATION

The complete proposed amendment to the ANTRs is issued to Bahrain operators and published on CAA Q-Pulse System.

### 6 HOW TO SUBMIT COMMENTS ON THIS NPA

The Notice of Proposed Amendment process is the CAA's method of notifying and seeking comment from industry and the public with respect to proposed changes to rules. All submissions are evaluated and assessed with a view to incorporating any necessary changes to the draft regulations prior to their formal promulgation as law. In order to simplify collation and summarizing of comments, it is requested that responses be made on the NPA Response Sheet provided (Refer page 6) or a copy of the sheet, with additional comments attached as necessary. Responses can be individual or from industry working groups. Written comments quoting NPA 03/19 should be forwarded by **24 March 2019** to the CAA by post to P. O. Box 586, Kingdom of Bahrain or e-mail to [Aerolicensing@mtt.gov.bh](mailto:Aerolicensing@mtt.gov.bh).

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### **7 SUMMARY OF RESPONSES**

Subsequent to the closing date for comments, a Summary of Responses will be made publicly available in conjunction with the issue of the Final Rules for each Part. The CAA may contact persons in respect to submissions in order to clarify issues but is not obliged to individually acknowledge or respond to comments or submissions.

**AERONAUTICAL LICENSING DIRECTORATE**

**NPA 03/19 RESPONSE SHEET**  
**(ANTR 66)**

Please return this response sheet by **24 March 2019** by post to P. O. Box 586, Kingdom of Bahrain, or e-mail to [Aerolicensing@mtt.gov.bh](mailto:Aerolicensing@mtt.gov.bh). Please indicate your acceptance or otherwise of the proposal by ticking [✓] the appropriate box below. Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

- The proposals are *acceptable without change*.
- The proposals are *acceptable but would be improved if the following changes were made:* (Please provide explanatory comment).

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- The proposals are *not acceptable but would be acceptable if the following changes were made:* (Please provide explanatory comment).

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- The proposals are *not acceptable under any circumstances.* (Please provide explanatory Comment).

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- Any other comments.

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Name.....Organization:.....

Address/Contact No:.....

Signed:.....Date:.....

Aviation Safety Rules & Regulations

# ANTR 66

Amendment to ANTR 66 to add a new regulation ANTR 66.A.2 Enforcement and Amendments to ANTR 66.A.10, ANTR 66.A.50 and ANTR 66.B.110

## **Bahrain CAA Publication Revisions Highlight Sheet**

ANTR: Part II (ANTR 66)     CAP: \_\_\_\_\_     TPM: \_\_\_\_\_

The following pages of ANTR 66 have been revised to add regulation on enforcement as per ICAO ICVM Audit and comply with ICAO Annex 1.

<b>Item</b>	<b>Paragraph number</b>	<b>Page</b>	<b>Reason</b>
<b>Section A</b>			
1	Contents	v	Added new regulation ANTR 66.A.2 Enforcement.
2	ANTR 66.A.2	A-1	New regulation added as a result of last ICAO ICVM audit.
3	ANTR 66.A.10	A-2	Re-worded and items (b) and (c) added.
4	ANTR 66.A.50	A-8	Amended to comply with ICAO Annex 1.
<b>Section B</b>			
1	ANTR 66.B.110	B-1	Delete reference to ANTR 66.B.105 in items (a) and (b).

**CONTENTS (details)**

**SECTION A - TECHNICAL REGULATIONS**

**SUBPART A - AIRCRAFT MAINTENANCE LICENCE AEROPLANES AND HELICOPTERS**

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ANTR 66.A.2	Enforcement.....	A-1
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**SUBPART A**

**AIRCRAFT MAINTENANCE LICENCE AEROPLANES AND HELICOPTERS**

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**ANTR 66.A.2      Enforcement**

The BCAA may impose restrictions, suspend, limit or revoke any Aircraft Maintenance licence issued if the holder cannot demonstrate their capability to maintain the appropriate safety standards. Personnel granted with an Aircraft Maintenance licence shall not engage in, support or conceal unsafe acts.

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**ANTR 66.A.10      Application**

(See AMC 66.A.10)

- (a) An application for an aircraft maintenance licence or change to such licence shall be made on Form ALD/LIC/F037 and in a manner established by the Authority and submitted thereto. ~~An application for the change to an aircraft maintenance licence shall be made to the Authority.~~
- (b) Each application shall be supported by documentation to demonstrate compliance with the applicable theoretical knowledge, practical training and experience requirements at the time of application.
- (c) The organisation requesting the grant or amendment to a licence is responsible for the review of the application before making a recommendation to the Authority.

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### **ANTR 66.A.50 Limitations**

(See AMC 66.A.50(b))

- (a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and affect the aircraft in its entirety.
- (b) For limitations referred to in point 66.A.45, limitations shall be removed upon:
  - 1. demonstration of appropriate experience; or
  - 2. after a satisfactory practical assessment performed by the authority.
- ~~(c) For limitations referred to in point 66.A.70, limitations shall be removed upon satisfactory completion of examination on those modules/subjects defined in the applicable conversion report referred to in point 66.B.300.~~

## **SUBPART B**

### **ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE**

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#### **ANTR 66.B.110 Procedure for the change of an aircraft maintenance licence to include an additional basic category or subcategory**

(See AMC 66.B.110)

- (a) In addition to the documents required under ANTR 66.B.100 ~~or 66.B.105~~, the applicant for additional basic categories or subcategories to an aircraft maintenance licence shall submit his/her current original aircraft maintenance licence to the Authority together with application form ALD/LIC/F037
- (b) At the completion of the procedure as specified in ANTR 66.B.100 ~~or 66.B.105~~, the Authority shall endorse the additional basic category or subcategory on the aircraft maintenance licence by stamp and signature or reissue the licence.
- (c) The Authority record system shall be changed accordingly.