



# CONVERSION REPORT FOR CARGOLUX CERTIFICATION AUTHORISATIONS

Revision status		
Revision	Content	Date
00	Initial version	28/03/2002
01	Modification of §3.5.5: Only electric certifying staff are considered as undergoing training for B2 Modification of §3.2.4: Only hangar work will be considered as relevant maintenance experience for B1	11/07/2006
02	Modification of §3.4.4.c: Typing error correction Modification of demonstrating material paragraphs to add appendix 5 CRS sample Modification of §3.5.4.a: Adding of Avionic shop equivalent denomination Modification of §3.1: Every applicant must comply with all the criteria, even if he has CRS.	13/09/2006
03	Mises à jour suite à l'Audit EASA de oct 2006	Mars 2007



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## **1 INTRODUCTION**

### **1.1 SCOPE**

The scope of this procedure is to define the CARGOLUX pre-PART 66 certifications authorisations and their conversion to PART 66 licenses.

### **1.2 GLOSSARY**

- **Aircraft maintenance licence.** The license as defined in Annexe III of regulation (CE) 2042/2003.
- **Line Maintenance :** For this procedure, line maintenance covers the following work:
  - Scheduled maintenance visits such as Main Base Check (MBC), Transit Checks, Daily checks etc. up to and including “A-Check”
  - Trouble shooting
  - Defect rectification
  - Component replacement including engines
  - Minor repairs and modifications
- **Base Maintenance :** For this procedure, base maintenance covers the following work
  - All scheduled maintenance visits higher than “A-check”
  - Major repairs and modifications
  - All other tasks not covered by line maintenance



### **1.3 RELATED EASA PROCEDURES**

<b>EASA Regulation</b>	<b>Article</b>	<b>Title</b>
2042/2003	66.B.310	Conversion reports for approved maintenance organisations authorisations

### **1.4 REFERENCED DOCUMENTS**

<b>Document</b>	<b>Issue</b>
règlement grand-ducal JAR66 du 29 avril 2002	29/04/2002
CARGOLUX CAME	Rev 14 30/06/2003
Règlement EC 2042/2003 relatif à la navigabilité des “Products and Parts” et AMC associés	30/11/2003
Procédure AIR 320 gestion des licences Part 66	Last edition
Form 27 (Form 321-J27)– Reconnaissance de “protected rights”	
Form 321-J26 -- Conversion report	
Form 321-19 -- Demande de licence AML par conversion	



## **2 CARGOLUX MAINTENANCE ORGANISATION**

### **2.1 SCOPE**

CARGOLUX is approved as PART 145 organisation (LU.145.0002) and was approved as JAR 145 organisation (LUX-02) prior to the entry into force of regulation (CE) 2042/2003.

As defined in the CARGOLUX maintenance organisation exposition, the scope of work for CARGOLUX is:

Line Maintenance on:

- Boeing 747-100, 200, 300, 400, SP
- Boeing 757-200
- Boeing 767-200,300

Line and Base Maintenance on Boeing 737 series

CARGOLUX is also approved for component maintenance in accordance with the Cargolux Shop Capability List.

### **2.2 LOCATIONS**

#### **2.2.1 Main Base**

Cargolux Main Base (Principal Place of Business) is Luxembourg, where Line, Base, and Component maintenance is performed.

#### **2.2.2 Line Stations**

Cargolux Line stations are listed in the Cargolux Maintenance Management Exposition (CAME). Line stations are defined as stations where Cargolux CRS staff are permanently available. Line stations may be further divided into Line stations with Cargolux employed CRS staff and Line stations with sub-contracted CRS staff working under the Cargolux Quality System.

#### **2.2.3 Outstations**

Outstations are defined as stations where Cargolux has either contracted a Part-145 approved maintenance organisation or where Cargolux employed CRS staff are temporarily available.



## 2.3 GENERAL POLICY FOR GRAND FATHER RIGHTS

### 2.3.1 *Cargolux*

According to article 66.A.70(a) of PART 66 of regulation (CE) 2042/2003:

- (a) *The holder of a certifying staff qualification valid in a Member State, prior to the date of entry into force of this Part shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300.*
- (b) *A person undergoing a qualification process valid in a Member State, prior to the date of entry into force ( 30/11/2003) of this Part may continue to be qualified. The holder of a qualification gained following such qualification process shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300*

It is agreed that only personnel holding certifying staff qualification or those undergoing a qualification process are eligible for the issuance of a Part-66 AML based on this conversion report if the qualification is valid in Luxembourg or an EU member state. This excludes any Cargolux contracted or sub-contracted personnel holding certifying staff qualification outside the EU and limited to that country.



### **3 CERTIFICATION AUTHORISATIONS**

Prior to 11/2003, CARGOLUX proposed 4 different certifying staff qualifications:

- Line Maintenance
- Base Maintenance
- Avionics (Electric Shop)
- Avionics (Avionic Shop)

#### **3.1 GENERAL CERTIFYING STAFF QUALIFICATION STANDARD**

As per referenced MME, section 1.8.3.2.a) and b), a person shall be considered as holding certifying staff qualifications as mandated by PART 66.A.70 (a), if the person meets the following criteria:

- 1) Must be at least 21 years old;
- 2) Must hold a aircraft maintenance license (FAA, ICAO or JAA) or have a Luxembourg CATP in aircraft maintenance;
- 3) Must be able to read, write and communicate in English;
- 4) Must have a minimum of 5 years relevant aircraft maintenance practical experience in civil aviation;
- 5) Be recommended by the Manager Maintenance, Manager Production, Director Engineering Group and/or Director Maintenance & Production as applicable.
- 6) Must pass a written test to demonstrate adequate knowledge on JAR 145 procedures, company procedures, Release to service procedures, Log Book procedures, MEL procedures and CAME.
- 7) Must be medically fit for the level of work involved.
- 8) Must have passed an ATA 104 Level III type training course
- 9) Must pass a “walk-around” oral and practical examination on the aircraft type.

Paragraph 7 is not related to basic knowledge and will not be taken into account for the conversion to a basic PART 66 AML.

The above mentioned criteria must be met by all personnel claiming grand-father rights according to the present conversion report. If one or more of the criteria are not met by an applicant, grand-father rights will not be recognised even if he was holder of a release authorisation, which in that case would not be valid.

#### **3.2 LINE MAINTENANCE**

##### **3.2.1 *Scope of work***

The line maintenance certifying staff have authorisation to release aircraft following line maintenance as defined §1.2. The authorisation covers also Line Maintenance which includes replacement of avionic components, whether they are LRU with BITE or not.





### 3.2.2 *Qualifications*

Line Maintenance certifying staff qualified personnel must meet the requirements of §3.1 related to their scope of work.

### 3.2.3 *Conversion and limitations*

#### a) Conversions

The scope of work for CARGOLUX Line Maintenance exceeds slightly the privileges of B1.1 due to the fact that CARGOLUX Line Maintenance also includes avionics tasks.

It has been agreed during the JAA review board, that the JAR/PART 66 equivalent scope of work for the authorisation scope defined in 3.2.1 is as defined below.

Licence category	Limitation
B1.1	Propeller
B2	Limited to replacement of line replacement units

#### b) PART 66 conversion examination

The propeller limitation will not be considered in the case where the person did hold qualification on a propeller driven aircraft at CARGOLUX or can give evidence of some other equivalent privilege according to §3.2.4.

The propeller limitation may be removed after the successful completion of Part 66 module 17 basic training course.

The B2 limitation may be removed after the successful completion of Part 66 modules 13, 14, 7.4 and difference of PART 66 modules 4 and 5.

Licence category B1.2 can be added after the successful completion of Part 66 modules 16 and 17.

Licence category B1.3 can be added after the successful completion of Part 66 modules 12 and 17.

Licence category B1.4 can be added after the successful completion of Part 66 modules 12, 16 and 17.



### ***3.2.4 Demonstrating material***

#### ***a) Release Authorisation holders***

Personnel authorised at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the release of aircraft following work performed as stated in §3.2.1 have been granted CARGOLUX release authorisation through document ref. ME 93-006 with the following entry in the REMARKS section: “Release to service is for **Line Maintenance** checks”.

An example of such an authorisation card is given in appendix 1. More recent authorisation cards are as described in appendix 5.

#### ***b) Qualified personnel***

Personnel meeting the qualification criteria at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the issue of a release authorisation following work performed as stated in §3.2.1 but being not an release authorisation holder as defined in a) need to show evidence for the qualification of 3.2.2.



<b>Qualification criteria</b>	<b>Evidence</b>
Must be at least 21 years old	Copy of ID card
Must hold a aircraft maintenance license (FAA, ICAO or JAA) or have a Luxembourg CATP	Copy of certificate
Must be able to read, write and communicate in English	Successful completion of ATA 104 Level 3 type course in English
Must have a minimum of 5 years relevant aircraft maintenance practical experience in civil aviation (see c);	Work records or statement from the Maintenance Department in the Form 19 experience section
Be recommended by the Manager Maintenance and/or Director Maintenance & Production	Manager signature on EASA Form 19
Must pass a written test to demonstrate adequate knowledge on JAR 145 procedures, company procedures, Release to service procedures, Log Book procedures, MEL procedures and CAME	Examination result or certificate
Must be medically fit for the level of work involved	Not relevant
Must pass a “walk-around” oral and practical examination on the aircraft type	Examination or competence assessment certificate
Must have passed an ATA 104 Level III type training course	ATA 104 Level III training certificate for every requested type rating

**c) General considerations**

The 5 years relevant maintenance experience in 3.2.4 b) must have been gained in a hangar line maintenance environment. Work experience gained in shops like sheet metal, electrics, avionics, instruments etc. will not be considered as being relevant experience for the concerned Line Maintenance Authorisation.

**3.2.5 Personnel undergoing training**

As per PART 66.A.70(b), persons which at the date of 30th of November 2003 were undergoing a qualification process for Line Maintenance, may be considered as qualified personnel for Line Maintenance under the following conditions:

- The person has been declared as trainee by CARGOLUX management;
- The qualification process ends before 28<sup>th</sup> of September 2006;
- At the end of the process, the qualification criteria are met and can be documented as defined in 3.2.4.a) or b) as applicable.



### **3.3 BASE MAINTENANCE**

#### **3.3.1 *Scope of work***

The Base Maintenance certifying staff have authorisation to release aircraft following line and base maintenance as defined in §1.2. The authorisation covers also Line Maintenance as defined in §3.2.

#### **3.3.2 *Qualifications***

Base Maintenance certifying staff qualified personnel must hold the qualifications of line maintenance certifying staff as defined in §3.2.

In addition, they must show a minimum of 8 years practical experience inside the Maintenance Department and hold the position of Senior Aircraft Technician or Designated Inspector.

#### **3.3.3 *Conversion and limitations***

As the scope of work for Base Maintenance also covers Line Maintenance, it must be agreed that the conversion must be equal to §3.2.3, plus the Base Maintenance specific privilege.

It has been agreed during the JAA review board, that the JAR/PART 66 equivalent scope of work for the authorisation scope defined in 3.3.1 is as defined below.

<b>Licence category</b>	<b>Limitation</b>
C	None
B1.1	Propeller
B2	Limited to replacement of line replacement units

The propeller limitation will not be considered in the case where the person did hold qualification on a propeller driven aircraft at CARGOLUX or can give evidence of some other equivalent privilege according to §3.3.4.

The propeller limitation may be removed after the successful completion of module 17 basic training course.

The B2 limitation may be removed after the successful completion of modules 13, 14, 7.4 and difference of modules 4 and 5.



### 3.3.4 *Demonstrating material*

#### a) Release Authorisation holders

Personnel authorised at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the release of aircraft following work performed as stated in §3.3.1 have been granted CARGOLUX release authorisation through document ref. ME 93-006 with the following entry in the REMARKS section: “Release to service is for D & Below checks”.

An example of such an authorisation card is given in appendix 2. More recent authorisation cards are as described in appendix 5.

#### b) Qualified personnel

Personnel meeting the qualification criteria at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the issue of a release authorisation following work performed as stated in §3.3.1 but being not an release authorisation holder as defined in a) need to show evidence for the qualification of 3.3.2.

<b>Qualification criteria</b>	<b>Evidence</b>
Must be at least 21 years old	Copy of ID card
Must hold a aircraft maintenance license (FAA, ICAO or JAA) or have a Luxembourg CATP	Copy of certificate
Must be able to read, write and communicate in English	Successful completion of ATA 104 level 3 type course
Must have a minimum of 5 years relevant aircraft maintenance practical experience in civil aviation;	Not relevant, higher criteria exists
Be recommended by the Manager Quality Control and/or Director Engineering Group.	Manager signature on EASA Form 19
Must pass a written test to demonstrate adequate knowledge on JAR 145 procedures, company procedures, Release to service procedures, Log Book procedures, MEL procedures and CAME	Examination result or certificate
Must be medically fit for the level of work involved	Not relevant
Must pass a “walk-around” oral and practical examination on the aircraft type	Examination certificate
Must have passed an ATA 104 Level III type training course	ATA 104 Level III training certificate for every requested type rating
Must have a minimum of 8 years practical experience inside the Maintenance Department	Work records or statement from the Maintenance Department in the Form 19 experience section
Must hold the position of Senior Aircraft Technician or Designated Inspector	Copy of inspector or technician card



### 3.3.5 *Personnel undergoing training*

No provisions are considered for PART 66.A.70 (b) on base maintenance qualification process. Personnel may use the post-conversion category C qualification provisions.

## 3.4 AVIONICS (ELECTRIC SHOP)

### 3.4.1 *Scope of work*

The avionics (electric shop) certifying staff have authorisation to release aircraft following maintenance on electrical systems and electrical components in mechanical systems.

### 3.4.2 *Qualifications*

Avionics (electric shop) certifying staff qualified personnel must meet the requirements of §3.1 related to their scope of work.

### 3.4.3 *Conversion and limitations*

The scope of work for CARGOLUX avionics (electric shop) covers all work on electrical systems which can be performed during line maintenance. The work is done in an avionic environment, but does not cover all B2 privileges.

It has been agreed during the JAA review board, that the JAR/PART 66 equivalent scope of work for the authorisation scope defined in 3.4.1 is as defined below.

Licence category	Limitation
B2	Electrical systems only

The B2 limitation may be removed after the successful completion of modules 13.3, 13.4, 13.8, 13.10 and 7.4.

### 3.4.4 *Demonstrating material*

#### a) Release Authorisation holders

Personnel authorised at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70(a) for the release of aircraft following work performed as stated in §3.4.1 have been granted CARGOLUX release authorisation through document ref. ME 93-006 with the following entry: “Authorized to release to service **Electric Shop**”.

An example of such an authorisation card is given in appendix 3. More recent authorisation cards are as described in appendix 5.



***b) Qualified personnel***

Personnel meeting the qualification criteria at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the issue of a release authorisation following work performed as stated in §3.4.1 but being not a release authorisation holder as defined in a) need to show evidence for the qualification of 3.4.2.

<b>Qualification criteria</b>	<b>Evidence</b>
Must be at least 21 years old	Copy of ID card
Must hold a aircraft maintenance license (FAA, ICAO or JAA) or have a Luxembourg CATP	Copy of certificate
Must be able to read, write and communicate in English	Successful completion of ATA 104 level 3 type course
Must have a minimum of 5 years relevant experience in aircraft electrical systems;	Work records or statement from the Production Department in the Form 19 experience section
Be recommended by the Manager Production and/or Director Maintenance & Production	Manager signature on EASA Form 19
Must pass a written test to demonstrate adequate knowledge on JAR 145 procedures, company procedures, Release to service procedures, Log Book procedures, MEL procedures and CAME	Examination result or certificate
Must be medically fit for the level of work involved	Not relevant
Must pass a "walk-around" oral and practical examination on the aircraft type	Examination or competence assessment certificate
Must have passed an ATA 104 Level III type training course for electrical systems	ATA 104 Level III training certificate for every requested type rating

***c) Personnel undergoing training***

As per PART 66.A.70(b), persons which at the date of 30th of November 2003 were undergoing a qualification process for avionics (electric shop), may be considered as qualified personnel for avionics (electric shop) under the following conditions:

- The person has been declared as trainee by CARGOLUX management;
- The qualification process ends before 28<sup>th</sup> of September 2006;
- At the end of the process, the qualification criteria are met and can be documented as defined in 3.4.4.a) or b) as applicable.



### **3.5 AVIONICS (AVIONIC SHOP)**

#### **3.5.1 *Scope of work***

The avionics (avionic shop) certifying staff have authorisation to release aircraft following maintenance on avionics and electrical systems and electrical components in mechanical systems.

#### **3.5.2 *Qualifications***

Avionics (avionic shop) certifying staff qualified personnel must meet the requirements of §3.1 related to their scope of work.

#### **3.5.3 *Conversion and limitations***

The scope of work for CARGOLUX avionics (avionics shop) covers all work on avionics related systems which can be performed during line maintenance. The work is done in an avionic environment and covers also the privileges of avionics (electric shop) certifying staff.

It has been agreed during the JAA review board, that the JAR/PART 66 equivalent scope of work for the authorisation scope defined in 3.5.1 is as defined below.

<b>Licence category</b>	<b>Limitation</b>
B2	None

#### **3.5.4 *Demonstrating material***

##### **a) Release Authorisation holders**

Personnel authorised at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the release of aircraft following work performed as stated in §3.5.1 have been granted CARGOLUX release authorisation through document ref. ME 93-006 with the entry “Authorized to release to service **Avionic Shop**” or “Authorized to release to service **Avionic & Electrical Line & Hangar**”.

An example of such an authorisation card is given in appendix 4.

More recent authorisation cards are as described in appendix 5.

##### **b) Qualified personnel**

Personnel meeting the qualification criteria at the date of 30th of November 2003 or at any time prior to that date as for PART 66.A.70 (a) for the issue of a release authorisation following work performed as stated in §3.5.1 but being not an release authorisation holder as defined in a) need to show evidence for the qualification of 3.5.2.





<b>Qualification criteria</b>	<b>Evidence</b>
Must be at least 21 years old	Copy of ID card
Must hold an aircraft maintenance license (FAA, ICAO or JAA) or have a Luxembourg CATP	Copy of certificate
Must be able to read, write and communicate in English	Successful completion of ATA 104 level 3 type course
Must have a minimum of 5 years relevant experience in aircraft avionics;	Work records or statement from the Production Department in the Form 19 experience section
Be recommended by the Manager Production and/or Director Maintenance & Production	Manager signature on EASA Form 19
Must pass a written test to demonstrate adequate knowledge on JAR 145 procedures, company procedures, Release to service procedures, Log Book procedures, MEL procedures and CAME	Examination result or certificate
Must be medically fit for the level of work involved	Not relevant
Must pass a “walk-around” oral and practical examination on the aircraft type	Examination or competence assessment certificate
Must have passed an ATA 104 Level III type training course for avionics	ATA 104 Level III training certificate for every requested type rating

### **3.5.5 Personnel undergoing training**

As per PART 66.A.70 (b), persons which at the date of 30<sup>th</sup> of November 2003 were undergoing a qualification process for avionics (avionic shop), may be considered as qualified personnel for avionics (avionic shop) under the following conditions:

- The person has been declared as trainee by CARGOLUX management;
- The qualification process ends before 28<sup>th</sup> of September 2006;
- At the end of the process, the qualification criteria are met and can be documented as defined in 3.5.4.a) or b) as applicable.

Personnel holding certifying staff authorisation as avionics (electric shop) prior to 30<sup>th</sup> of November 2003 are considered as personnel undergoing training with regard to the previous paragraph.

However, the qualification criteria which have to be met are those of 3.4.4 a), plus the following differential criteria to avionics (avionic shop):



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<b>Qualification criteria</b>	<b>Evidence</b>
Be recommended by the Manager Production and/or Director Maintenance & Production	Manager signature on EASA Form 19
Must have passed an ATA 104 Level III type training course for avionics	ATA 104 Level III training certificate for every requested type rating
Complete CBT JAMF (Jet Aircraft Maintenance Fundamentals) Avionics module	Completed OJT forms for JAMF CBT
Minimum of 1 year work experience in the avionic shop	Work records or statement from the Production Department in the Form 19 experience section
Accomplishment of CARGOLUX on-job training for electric to avionic conversion	Completed OJT forms



## 4 POST-CONVERSION CATEGORY C QUALIFICATION

### 4.1 QUALIFICATIONS

Category C may be added on a PART 66 license according to the provisions of PART 66.A.30.a.3.i:

*An applicant for an aircraft maintenance license shall have acquired for category C with respect to large aircraft three years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as Part-145 B1.1, B1.3 or B2 support staff, or, a combination of both.*

DACL considers that personnel qualified as line maintenance certifying staff in accordance with §3.2 or avionics (avionic shop) certifying staff in accordance with §3.5 prior to 30<sup>th</sup> of November 2003 and holding release to service authorisations, may apply for a category C in accordance with PART 66.A.30.a.3.i, if they can show at least 3 years of experience exercising their certifying staff privileges.

It has indeed been agreed that line maintenance authorisations cover the scope of B1.1 and avionics (avionic shop) authorisations the scope of B2.

### 4.2 APPLICATION

Personnel which want to have category C added on their license through the provisions of §4.1, must:

- hold a PART 66 license issued in accordance with the provisions on §3;
- apply for a variation using Form 19;
- submit their certifying staff authorisation ref. M93-006 as defined in §3.2.4 or §3.5.4 as applicable;
- provide a signed statement from the CARGOLUX quality manager in the experience section of Form 19, stating that the applicant as actually exercised the privileges of its authorisation for at least 3 years.





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**APPENDIX 2: BASE MAINTENANCE RELEASE AUTHORISATION**



**REQUIRED INSPECTION AND RELEASE AUTHORISATION**

EMPLOYEE NAME: BAUS Jean-Claude REVISION DATE: 04/02/04  
(Last Name) (First Name)  
 EMPLOYEE NUMBER: 261 DATE OF BIRTH: 09/06/52  
 DATE OF FIRST ISSUE: 26/05/76 NATIONALITY: Luxembourgish

CARGOLUX BASE, LINE MAINTENANCE AND QUALITY CONTROL REQUIRED INSPECTION ITEM AND RELEASE AUTHORISATION							Station LUX
AIRCRAFT TYPE	AIRFRAME SYSTEM	ENGINE SYSTEM	RELEASE TO SERVICE	RUN-UP	BOROSCOPE	TAXI	TOWING
B747-200 JT9D Series	X	X	X	X			X
B747-SP JT9D Series	X	X	X	X			X
B747-300 JT9D Series	X	X	X	X			X
B747-200/300/400 APU							
B747-200 CF6-50E	X	X	X	X			X
B747-200 RB211	X	X	X	X			X
B747-400 CF6-80	X	X	X	X			X
B747-400 RB211	X	X	X	X			X
B 737-200 JT9D	X	X	X				X
B 737-300-400-500 CFM56	X	X	X				X
B767-200 CF6-80	X	X	X				X
B767-300 PW 4000	X						

**N D T APPROVALS** LP: 2 EC: 2 UTI: MP: XR:

**REMARKS** Authorized to accomplish RII inspections and release aircraft to service (as indicated above) for which this station is rated.  
 Release to service is for **D & Below** checks. **CVQA**

**DATE:** 04 FEV. 2004 **AUTHORISED** BY: *[Signature]* **QUALITY ASSURANCE**

**ME 83-006**

**EMPLOYEE SIGNATURE:** *[Signature]*

Note: X = Approved; B = Boroscope; F = Full Engine Run; I = Idle Run Only; 1 = Level 1 Certified; 2 = Level 2 Certified; T = Trained; ST = Safety Training; L = Limited; AS=Auto Start



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APPENDIX 3: AVIONICS (ELECTRIC SHOP) RELEASE AUTHORISATION



REQUIRED INSPECTION AND RELEASE AUTHORISATION

EMPLOYEE NAME: KRESSE Bernd REVISION DATE: 18/05/04  
 EMPLOYEE NUMBER: 2016 DATE OF BIRTH: 16/06/68  
 DATE OF FIRST ISSUE: 30/10/02 NATIONALITY: German

CARGOLUX  
SHOP BASE LINE  
COMPONENT RELEASE REQUIRED INSPECTION ITEM AUTHORIZATION

AIRCRAFT TYPE	BOEING 737- 200 JTRD	BOEING 737- 300/400/600	BOEING 747- SP JT8D	BOEING 747- 200 JT8D	BOEING 747- 200 CF6-60E2	BOEING 747- 200 RB211
		1	1	0	0	0
TYPE	BOEING 747- 290/-400 APU	BOEING 747- 300 JT8D	BOEING 747- 400 CF6-80	BOEING 747- 400 RB211	BOEING 767- 200 CF6-80	BOEING 767- 300 PW 4090
		0	0	1	1	1

AUTHORIZED TO RELEASE TO SERVICE

Electric Shop

COMPONENTS FOR WHICH THIS STATION IS RATED AS LISTED ON YOUR DEPARTMENT SHOP  
CAPABILITY LIST AND AUTHORIZED TO INSPECT AND TEST THOSE SYSTEMS INSTALLED ON THE  
ABOVE AIRCRAFT TYPES.

N D T APPROVALS	LP :	EC :	UTI :	MP :	XR :

Note: X = Approved ; 1 = Level 1 Certified; 2 = Level 2 Certified; T = Trained; ST = Safety Training; L= Limited;  
S= Specific

DATE: 26-05-2004

AUTHORISED

BY

CVQA MANAGER

QUALITY ASSURANCE

ME 93-006

EMPLOYEE SIGNATURE :



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APPENDIX 4: AVIONICS (AVIONIC SHOP) RELEASE AUTHORISATION

REQUIRED INSPECTION AND RELEASE AUTHORISATION

EMPLOYEE NAME: HICKINBOTHAM Trevor John REVISION DATE: 3/ 2/94  
 EMPLOYEE NUMBER: 1480 DATE OF BIRTH: 22/ 1/55  
 NATIONALITY: Dutch

CARGOLUX  
SHOP BASE LINE  
COMPONENT RELEASE REQUIRED INSPECTION ITEM AUTHORIZATION

	BOEING 707	BOEING 747-100	BOEING 747-200	BOEING 747-400	BOEING 747-SP
AIRCRAFT	CVQC	CVQC	CVQC	CVQC	CVQC
TYPE	DC-8 SERIES	BOEING 757-200	BOEING 737	BOEING 737	767
	CVQC	CVQC	CVQC		

AUTHORIZED TO RELEASE TO SERVICE

Avionic Shop CVQC

COMPONENTS FOR WHICH THIS STATION IS RATED AS LISTED ON YOUR DEPARTMENT SHOP CAPABILITY LIST AND AUTHORIZED TO INSPECT AND TEST THOSE SYSTEMS INSTALLED ON THE ABOVE AIRCRAFT TYPES.

N D T APPROVALS	LP :	EC :	UTI :	MP :	XR :
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DATE: 15 FEB 1995 AUTHORIZED BY: [Signature] CVQC MANAGER  
 QUALITY CONTROL

ME 93-006

EMPLOYEE SIGNATURE

[Signature]  
1480



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**APPENDIX 5: POST 2005 CRS AUTHORISATIONS**

FULL NAME		EMPLOYEE NBR	DATE OF BIRTH	NATIONALITY
WAGENER Jean Nicolas		9999	01 JAN 1955	Luxembourgish
STAMP NBR	DATE OF FIRST ISSUE	REVISION DATE	STATION	
NDT 9999	01 FEB 1986	1 MAR 2006	LUX	
QC 9999	01 APR 1982	1 MAY 2006	LUX	
LICENCE TYPE	LICENCE NUMBER	EXPIRY DATE	LIMITATIONS	
EASA AML	9999006999	01 JUN 2010	BI-1 & C	
AUTHORISATION RATING				
CATEGORY	AIRCRAFT TYPE	SCOPE	EXPIRY DATE	LIMITATIONS
Line	RE-B747-200/300 CF6-50E2	CRS	JUL 07	N/A
Line	RE-B747-200/300 JT9	CRS	AUG 07	N/A
Line	RE-B747-400 RB211	CRS	SEP 07	N/A
Line	RE-B747-400 CF6-80	CRS	OCT 07	N/A
Line & Base	RE-B737-300/400/500 CFM56	CRS	NOV 07	N/A
Line	HO-B747-400 CF6-80	Inst Only	DEC 08	N/A
Line	RU-B747-400 CF6-80	File A-Start	JAN 08	N/A
Line	RU-B747-200/300 JT9	Full Power	FEB 08	N/A
Customer	Cargolux MME	CRS	MAR 08	N/A
Customer	Corsair	CRS	APR 08	N/A
TO	Towbarless Towtruck	Authorised	ULTD	N/A
HF	Human Factors	Authorised	MAY 08	N/A
NDT	Eddy Current	Level 1	JUN 08	N/A
NDT	Ultrasonic	Level 2	JUN 08	N/A
<b>SAMPLE ONLY. PERSON DOES NOT EXIST</b>				
SIGNATURE OF THE HOLDER		SIGNATURE OF AUTHORITY		DATE
_____		_____		_____
MANAGER QUALITY ASSURANCE				
PREVIOUSLY ISSUED AUTHORISATION IS HEREBY INVALIDATED				

**SAMPLE ONLY**





Authorisation Abbreviations			
Limitation	Items listed authorises the person to accomplish the limitation.		
Abbreviations under "Category" Field			
Base	Base Maintenance	Authorised to Release to Service aircraft after the completion of Base Maintenance within the scope of the aircraft types listed.	
Line	Line Maintenance	Authorised to Release to Service aircraft after the completion of Line Maintenance within the scope of the aircraft types listed.	
App Line	Appendix 4 Line Maintenance	Authorised to Release to Service aircraft after the completion of Line Maintenance within the scope of the aircraft types listed on the individual Authorisation card. The authorisation is also limited to the Country to which is listed.	
A/C ATA	Aircraft ATA	Authorised to Inspect Routine & Non Routine Tasks and stamp off the work accordingly, during the completion of Line Maintenance within the scope of the aircraft types listed.	
Customers	Customers	Authorised by the Customer to accomplish the rating listed.	
NDT	Non Destructive Testing	Authorised to accomplish NDT inspections in the rating and level listed.	
Shop Comp	Shop Components	Authorised to Release to Service Shop Components as listed on the shop capability list of the shop listed on the Authorisation card.	
HF	Human Factors	Accomplished Human Factors Training.	
MOD 10	EASA Module 10	Accomplished EASA Module 10 Training.	
Cad Plate	Cadmium Plating	Authorised to Inspect Cadmium Plating repairs.	
Roto Peen	Roto Peening	Authorised to Inspect Roto Peening.	
Abbreviations under "A/C type" Field			
RE	Release	IN	Interior
AF	Airframe	HY	Hydraulic
EN	Engine	WE	Welding
BO	Borescope	UL	Unit Loading Device Equipment
AV	Avionics	CO	Composite
RU	Run Up	PA	Paint
AC	Accessory	WB	Wheel & Brake
MA	Machine	EL	Electrical
PP	Powerplant	IN	Instrument
SM	Sheet Metal Shop		
Abbreviations under "Scope" Field			
CRS	Certificate for Release to Service	Authorised to Release to Service aircraft or Components after the completion of Maintenance within the scope listed.	
Insp Only	Inspection only	Authorised to Inspect aircraft or Components after the completion of Maintenance within the scope listed.	
Idle A Start	Idle Auto Start	Authorised to accomplish Engine Run ups limited to Idle Auto Start within the scope listed.	
Full Power	Full Power	Authorised to accomplish Full Power Engine Run ups within the scope listed.	
Abbreviations under "Limitations" Field			
ATA SM Abrev	ATA: 25, 27, 28, 32, 33, 51, 52, 53, 54, 55, 56, 57, 70, 71, 72, 78.	Authorised to carry out Sheet metal Inspections for the ATA chapters listed.	
ATA IN Abrev	ATA: 11, 12, 20, 21, 25, 26, 33, 35, 38, 52.	Authorised to carry out Interior Inspections for the ATA chapters listed.	
ATA CO Abrev	ATA: 20, 21, 25, 51, 52, 53, 54, 55, 57, 71, 72, 78.	Authorised to carry out Composite Inspections for the ATA chapters listed.	
Korea Only	Can be any country, for example: Korea, Mexico, Panamá.	Authorised to release to Service Aircraft in that Specified Country only.	

H. DEL MRE OO MORSAP, GAF