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The difference between Line Maintenance and Base Maintenance

Line maintenance is defined in EMAD 1 as [Maintenance] “Carried out before flight to ensure that the aircraft is fit for the intended flight”. Further, EMAR 66 AMC & GM, GM 66.A.20(a) states in more detail what may be included in Line Maintenance.

Base maintenance is defined in EMAD 1 as “Maintenance tasks falling outside the criteria for Line Maintenance”.

The definitions are not specific, and different considerations will have to be made regarding the different aircraft types and the different maintenance organisations.

MAA-NOR's opinion is that **Base Maintenance** is any maintenance task that by severity and/or complexity requires a dedicated person to lead and coordinate the joint effort on behalf of the *Maintenance Manager*.

Such a person will require a “C” MAML, and authorisation as “Certifying Staff” on Base Maintenance.

Comprehensive scheduled maintenance tasks, and complex fault insulation and rectification are examples of tasks that may include different types of personnel (B1 and B2 and perhaps specialised services), and therefore requires a person in charge of coordination and control of the different actions necessary.

From this follows that **Line Maintenance** is understood by MAA-NOR to be any task that does not require a dedicated person to lead and coordinate the tasks.

When a maintenance organisation applies for an EMAR 145 approval, it shall define the scope the organisation applies for (Line and/or Base Maintenance, Engine maintenance, Component Maintenance etc.).

Before applying, the organisation should consider the capabilities within the organisation, regarding application for approval for Line and/or Base Maintenance.

The aircraft type, complexity of tasks, access to support equipment and maintenance data, and operational requirements are issues that may be addressed when assessing whether an organisation should apply for Line and/or Base maintenance. The AMO describes in the MOE their scope, their capability and the procedures for performing the maintenance within the applied scope.

The MAA-NOR EMAR 145-approval will indicate what the AMO may deliver. Then it will be a matter of contract with CAMO what the AMO shall deliver but limited to the approved scope defined and described in the MOE.