



EASA Safety Information Bulletin

SIB No.: 2014-32
Issued: 09 December 2014

Subject: **Safety Information Related to Alleged Examination Fraud at Part-147 Maintenance Training Organisation HATA**

Ref. Publications: European Commission Regulation (EC) No. [216/2008](#):

- Article 14(1) – Flexibility provisions: Member States' reactions to safety problems.
- Article 10(1) to 10(4) – Oversight and enforcement: Exchange of information for enforcement actions; taking measures to prevent the continuation of an infringement; cooperation for ensuring compliance with the regulations.
- Article 15(1) – Information network.

EC No. [2042/2003](#), Part 66.B.500 – Revocation, suspension or limitation of the aircraft maintenance licence.

Applicability: All Competent Authorities (CA) and the aviation industry

Description: The Hellenic Civil Aviation Authority (HCAA) has informed the aviation community of the revocation of the Part-147 maintenance training organisation approval of the Hellenic Aviation Training Academy (HATA), EL.147.0007, because of alleged examination fraud at this organisation. In addition, the HCAA has cancelled the certificates of recognition (CoR) issued by HATA for the module exams where cheating has been confirmed, and will provide a list containing details of candidates who passed suspect module exams during the period where fraud was allegedly committed.

The investigation by the Greek Authorities of the validity of all the suspect CoR issued by HATA during that period is not yet complete and may take a significant period of time.

There is a probability that CoR, which were issued by HATA on the basis of alleged fraudulent activities, have been used by applicants to gain Part-66 licences anywhere in the EASA States, or in other States that recognise Part-147 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.

This is information only. Recommendations are not mandatory.

Due to the potential deficit in aircraft basic knowledge of the affected licence holders, EASA qualifies this situation as a potential safety issue which poses a clear safety risk and could lead to unsafe conditions.

Under European Commission Regulation (EC) No. 216/2008, in particular Art. 10 and 15 thereof and its implementing rules, namely European Commission Regulation (EC) No. 2042/2003, Member States have the obligation to investigate potential safety issues and take any measure to prevent the continuation of an infringement.

This Safety Information Bulletin provides guidance to Member States' CA and to the aviation industry of methods that can be used to address this potential safety issue.

The guidance is not only relevant to address the specific HATA situation, but may also be used in similar situations in the future.

Recommendation(s): Specifically for the subject addressed by this SIB, EASA makes the following recommendations:

The CA who have issued Part-66 licences, or have applications for Part-66 licences, should:

- Check if any Part-66 licences have been issued based on CoR issued by HATA. As a reference the CA may use the list of candidates provided by the HCAA and the CA should contact the HCAA to get more information on the individual cases concerned, if required.
- Investigate in accordance with the respective national law, the knowledge levels of the candidates or licence holders whose licences were issued based on a HATA CoR to determine whether the required level of knowledge exists, or if fraud has taken place. This investigation could take any form, such as: proving the knowledge levels of one or more of the module examinations; interviews with the candidate; reports from the employer of the candidate; judicial investigations of the candidate.
- If necessary and in accordance with national law, cancel the affected CoR using the provisions of Article 14.1 of the Basic Regulation, and inform other CA, EASA and the European Commission accordingly, if investigations reveal that a licence holder has insufficient basic knowledge to hold a particular CoR, or if the investigations confirm cheating or fraud took place.
- If necessary, revoke, suspend or limit the individual Part-66 licence in accordance with 66.B.500 of Annex III (Part-66) to European Commission Regulation (EC) No. 2042/2003.
- Inform the CA of the Part-147 organisation of the candidates and examinations affected, so this information can be shared by that CA with the community.

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In general, EASA recommends CA and industry to closely observe the following:

The CA of any Part-147 organisation should carry out a coordinating role, to publically inform the aviation industry, other CA, EASA and the European Commission of:

- Any confirmed cases of cheating in individual examinations;
- Details of candidates who have been issued CoR during the time period where fraud or cheating was suspected;
- Information coming from the licensing CA on: candidates, examination sessions, and Part-147 organisations, where the candidates have been proven not to have the required level of knowledge, or where cheating has been confirmed by investigations conducted by the licensing CA (e.g. 'cheating was confirmed in examination session xxx [where xxx identifies the examination session]'; or 'persons sitting exams in ppp [where ppp identifies the exam location] on dd/mm/yyyy have been confirmed as not having the required knowledge levels').

Persons working in the aviation industry should:

- Report to their CA all suspicions regarding fraud, cheating, knowledge levels of Part-66 licence holders, or the validity of Part-147 examinations;
- Assist their CA in investigation of the knowledge / competence levels of Part-66 licence holders.

Contact(s):

For further information contact the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu

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