



Course Syllabus
Revision 28.10.2008

Aircraft Maintenance License - AML

Part-66

Detailed Course

Contents:

- A. The EU legal framework - Principles**
- B. Structure of the EU regulatory system**
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- H. Detailed contents and level of detail expected (Full contents / Specific paragraphs / Overview)**



A. THE EU LEGAL FRAMEWORK - PRINCIPLES

The Community being a supranational organisation, Member States may no more:

- deviate from common rules;
- impose additional requirements; or
- Conclude arrangements with third countries.

Legislative powers

The Legislator, through the Basic Regulation:

- Defines the scope of powers transferred to the Community (the products, organizations and personnel that will be regulated by the Community to protect public interest)
- Adopts the essential requirements specifying the objectives to be met (the obligations and means to reach the desired level of protection)
- Distributes the executive tasks among the executive agents
- Establishes the means of judicial control when executive powers are given to Community bodies

Executive powers

Certification is carried out:

- By the Agency (when centralized action is more efficient);
- By the National Aviation Authorities (Commission oversight through the Agency).

Judicial powers

Oversight and enforcement are carried out by the national systems, under the supervision of national Courts

The interpretation of Community law is made by the Court of Justice of the European Community.

THE AGENCY:

- Drafts common rules (EASA Regulation and implementing rules)
- Adopts material for the implementation of common rules (airworthiness codes, interpretation and guidance material)
- Issues type certificates (TC, STC,...), approves organisations (DOA and, outside the European territory, POA, MOA...), ensures their continued oversight
- Oversees the application of rules by the Member States and recommends the necessary enforcement actions to the Commission
- Acts as a focal point for third countries and international organizations for the harmonisation of rules and the recognition / validation of certificates



THE MEMBER STATES (NAAS):

- Provide expertise as appropriate for rulemaking tasks
- Develop national administrative rules for the implementation and enforcement of common rules (administrative procedures)
- May take action on a case by case basis if so required to ensure safety or appropriate operational flexibility (safeguards)
- Approve organisations in their territory (except DOs)
- Issue certificates for individual products on their registry
- Issue personnel licences for aircraft maintenance certifying staff (Part-66)

B. STRUCTURE OF THE EU REGULATORY SYSTEM

a) BASIC REGULATION

- The Parliament and the Council define the Scope of Powers transferred from the Member States to the Community
- They adopt the Essential Requirements specifying the objectives to be met
- The Basic Regulation was adopted by the European Parliament and the Council, according to the co-decision procedure
- It defines the scope of Community competence
- It establishes the objectives and principles of Community action
- It establishes the division of regulatory and executive powers between the Agency, the European Institutions and the Member States

b) IMPLEMENTING RULES

The Commission adopts standards for implementing the essential requirements

The Implementing Rules were adopted by the Commission, according to the comitology procedure

They **establish common standards in the fields of airworthiness, continuing airworthiness and environmental protection that:**

- Fulfil the objectives and principles established in the Essential Requirements
- Are in compliance with ICAO SARPs

They define the Competent Authority for the executive functions and establish rules and procedures for its implementation

d) ACCEPTABLE MEANS OF COMPLIANCE

66.B.15 Acceptable means of compliance

The Agency shall develop acceptable means of compliance that the Member States may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.



C. REGULATION (EC) NO 216/2008

<p>CHAPTER I PRINCIPLES</p>	<p>Article 1 Scope</p>	<p>1. Applicability of the Basic Regulation to products, parts and appliances</p> <p>This Regulation shall apply to:</p> <p>(a) the design, production, maintenance and operation of aeronautical products, parts and appliances, as well as personnel and organisations involved in the design, production and maintenance of such products, parts and appliances.</p> <p>(b) personnel and organisations involved in the operation of aircraft.</p>	
<p>CHAPTER II SUBSTANTIVE REQUIREMENTS</p>			
<p>Article 4</p>	<p>Basic principles and applicability</p>	<p>1. Aircraft, including any installed product, part and appliance, which are:</p> <p>(a) designed or manufactured by an organisation for which the Agency or a Member State ensures safety oversight</p> <p style="text-align: center;">or</p> <p>(b) registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator</p> <p style="text-align: center;">or</p> <p>(c) registered in a third country and used by an operator for which any Member State ensures oversight of operations, or used into, within or out of the Community by an operator established or residing in the Community</p> <p style="text-align: center;">or</p> <p>(d) registered in a third country, or registered in a Member State which has delegated their regulatory safety oversight to a third country, and used by a third country operator into, within or out of</p>	



		<p>the Community shall comply with this Regulation.</p> <p>4. Paragraph 1 shall not apply to aircraft referred to in Annex II.</p>	
Article 5	Airworthiness	<p>1. Aircraft referred to in Article 4(1) (a), (b) and (c) shall comply with the essential requirements for airworthiness laid down in Annex I.</p> <p>2. Compliance of aircraft referred to in Article 4(1)(b), and of products, parts and appliances mounted thereon shall be established in accordance with the following.</p> <p>(g) the capability of maintenance training organisations to discharge the responsibilities associated with their privileges in relation to the issuance of the certificates referred to in point (f) may be recognised by the issuance of an approval.</p> <p>5. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular:</p> <p>(f) conditions to issue, maintain, amend, suspend or revoke organisation approvals i.a.w. § 2(d), (e) and (g) and conditions under which such approvals need not be requested;</p> <p>(h) responsibilities of the holders of certificates.</p>	
Article 11	Recognition of certificates	<p>1. Member States shall, without further technical requirements or evaluation, recognise the certificates issued in accordance with this Regulation. When the original recognition is for a particular purpose, or purposes, any subsequent recognition shall cover only the same purpose or purpose(s).</p> <p><i>Note: such an "automatic mutual recognition" is possible, provided that the State issuing the certificates is fully compliant with the provisions of the Basic Regulation. If that is not the case (i.e. new Member States accessing the European Union), then this article shall not apply (Refer to Regulation 1962/2006 for a practical example).</i></p>	



		<p>2. The Commission, on its own initiative or at the request of a Member State or of the Agency, may initiate the procedure referred to in Article 65(7) to decide whether a certificate issued in accordance with this Regulation effectively complies with this Regulation and its implementing rules. In case of non-compliance or ineffective compliance, the Commission shall require the issuer of a certificate to take appropriate corrective action and safeguard measures, such as limitation or suspension of the certificate. Moreover, the provisions of paragraph 1 shall cease to apply to the certificate from the date of the notification of the Commission's decision to the Member States.</p> <p>3. When the Commission has sufficient evidence that appropriate corrective action has been taken by the issuer referred to in paragraph 2 to address the case of non-compliance or ineffective compliance and that the safeguard measures are no longer necessary, it shall decide that the provisions of paragraph 1 apply again to this certificate. These provisions shall apply as from the date of the notification of this decision to the Member States.</p>	
Article 14	Flexibility provisions	<p>4. Member States may grant exemptions in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected thereby. Appropriate notification.</p>	
Article 18	Agency measures	<p>The Agency shall, where appropriate:</p> <ul style="list-style-type: none"> (a) issue opinions addressed to the Commission; (b) issue recommendations addressed to the Commission for the application of Art. 14; (c) issue certification specifications, including airworthiness codes and acceptable means of compliance, as well as any guidance material for the application of this Regulation and its implementing rules. 	



<p>ANNEX I</p>	<p>Essential requirements for airworthiness referred to in Article 5</p>	<p>3. Organisations</p> <p>3.a. Organisation approvals must be issued when the following conditions are met:</p> <p>3.a.1. the organisation must have all the means necessary for the scope of work. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;</p> <p>3.a.2. the organisation must implement and maintain a management system to ensure compliance with these essential requirements for airworthiness, and aim for continuous improvement of this system;</p> <p>3.a.3. the organisation must establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these essential requirements for airworthiness;</p> <p>3.a.4. the organisation must establish an occurrence reporting and/or handling system, which must be used by the management system under point 3.a.2 and the arrangements under point 3.a.3, in order to contribute to the aim of continuous improvement of the safety of products.</p>	
<p>ANNEX II</p>	<p>Aircraft referred to in Article 4(4)</p>	<p>Art. 4(1), (2) & (3) do not apply to aircraft falling in one or more of the categories below:</p> <p>(a) historic aircraft meeting the criteria below:</p> <p>(i) non complex aircraft whose:</p> <ul style="list-style-type: none"> - initial design was established before 1.1.1955 and - production has been stopped before 1.1.1975 <p style="text-align: center;">or</p> <p>(ii) aircraft having a clear historical relevance, related to:</p> <ul style="list-style-type: none"> - a participation in a noteworthy historical event; or - a major step in the development of aviation; or 	



		<ul style="list-style-type: none">- a major role played into the armed forces of a Member State <ul style="list-style-type: none">(b) Aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers.(c) aircraft of which at least 51% is built by an amateur, or a non profit making association of amateurs, for their own purposes and without any commercial objective.(d) Aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency.(e) aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass, as recorded by the Member States, of no more than:<ul style="list-style-type: none">(i) 300 kg for a land plane/helicopter, single seater; or(ii) 450 kg for a land plane/helicopter, two seater; or(iii) 330 kg for an amphibian or floatplane/helicopter single seater; or(iv) 495 kg for an amphibian or floatplane/helicopter two seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;(v) 472,5 kg for a land plane, two seater equipped with an airframe mounted total recovery parachute system;(vi) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS);(f) Single and two-seater gyroplanes with a maximum take off mass \leq 560 kg.(g) Gliders with a maximum empty mass, of no more than 80 kg when single seater or 100 kg when two seater, including those which are foot launched.	
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		<p>(h) Replicas of aircraft meeting the criteria of (a) or (d) above, for which the structural design is similar to the original aircraft.</p> <p>(i) Unmanned aircraft with an operating mass of no more than 150 kg.</p> <p>(j) Any other aircraft which has a maximum empty mass, including fuel, ≤ 70 kg.</p>	
D. ICAO REFERENCE MATERIAL			
ICAO Doc 7300 Convention on International Civil Aviation			
<p>Chapter 5</p> <p>Chapter 6</p>	<p>Conditions to be fulfilled with respect to Aircraft</p> <p>International Standards and Recommended Practices</p>	<p>Article 32: Licenses of Personnel</p> <p>Article 33: Recognition of certificates and licenses</p> <p>Article 37: Adoption of international standards and practices To this end ICAO shall adopt and amend from time to time, as may be necessary, <u>international standards and recommended practices and procedures</u></p> <p>Article 39: Endorsement of licenses and certificates</p>	
ICAO Annex 1 Personnel Licensing			
Chapter 4	Licenses and Ratings for Personnel other than Flight Crew Members	<p>4.1 General rules concerning licences and ratings for personnel other than flight crew members</p> <p>4.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.</p> <p>4.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by the Licensing Authority, such requirements in respect of knowledge and skill as are specified for that licence or rating.</p> <p>4.2 Aircraft maintenance (technician / engineer / mechanic)</p>	



		<p>4.2.1 Requirements for the issue of the licence</p> <p>4.2.1.1 Age The applicant shall be not less than 18 years of age.</p> <p>4.2.1.2 Knowledge The applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder, in at least the following subjects:</p> <ul style="list-style-type: none">• Air law and airworthiness requirements• Natural science and aircraft general knowledge• Aircraft engineering• Aircraft maintenance• Human performance <p>4.2.1.3 Experience The applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:</p> <p>a) for the issue of a licence with privileges for the aircraft in its entirety, at least:</p> <p style="padding-left: 40px;">1) four years;</p> <p style="text-align: center;">or</p> <p style="padding-left: 40px;">2) two years if the applicant has satisfactorily completed an approved training course;</p> <p style="text-align: center;">and</p> <p>b) for the issue of a licence with privileges restricted in accordance with 4.2.2.2 a) 2) or 3), a period of time that will enable a level of competency equivalent to that required in a) to be attained, provided that this is not less than:</p> <p style="padding-left: 40px;">1) two years;</p> <p style="text-align: center;">or</p> <p style="padding-left: 40px;">2) such a period as the State considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.</p>	
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		<p>4.2.1.4 Training Recommendation.— The applicant should have completed a course of training appropriate to the privileges to be granted. Note - The Training Manual (Doc 7192), Part D-1, contains guidance material on a training course for applicants for an aircraft maintenance licence.</p> <p>4.2.1.5 Skill The applicant shall have demonstrated the ability to perform those functions applicable to the privileges to be granted.</p> <p>4.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>4.2.2.1 Subject to compliance with the requirements specified in 4.2.2.2 and 4.2.2.3, the privileges of the holder of an aircraft maintenance licence shall be to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of a powerplant, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations and/or routine servicing.</p> <p>4.2.2.2 The privileges of the holder of an aircraft maintenance licence specified in 4.2.2.1 shall be exercised only:</p> <p>a) in respect of such:</p> <p>1) aircraft as are entered on the licence in their entirety either specifically or under broad categories;</p> <p style="text-align: center;">or</p> <p>2) airframes and powerplants and aircraft systems or components as are entered on the licence either specifically or under broad categories; and/or</p> <p>3) aircraft avionic systems or components as are entered on the licence either specifically or under broad categories;</p> <p>b) provided that the licence holder is familiar with all the relevant information relating to the Maintenance and Airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, powerplant, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy;</p>	
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		<p style="text-align: center;">and</p> <p>c) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Licensing Authority.</p> <p>4.2.2.3 A Contracting State shall prescribe the scope of the privileges of the licence holder in terms of the complexity of the tasks to which the certification relates.</p> <p>4.2.2.3.1 Recommendation - Details of the certification privileges should be endorsed on or attached to the licence, either directly or by reference to another document issued by the Contracting State.</p> <p>4.2.2.4 When a Contracting State authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of 4.2.2, the person appointed shall meet the requirements specified in 4.2.1.</p>	
ICAO Doc 7192 Training Manual			
<p>Part D-1</p>	<p>Aircraft Maintenance (Technician / Engineer / Mechanic)</p>	<p>Doc 7192 - Training Manual, Part D-1 - Aircraft Maintenance (Technician/Engineer/Mechanic) details the training requirements which, however, are not all-inclusive and are provided as a guideline for the minimum requirements used in the training of Aircraft Maintenance (Technician / Engineer / Mechanic) (AME) personnel.</p> <p>The training course for maintenance personnel assigned to duties in line with the requirements of Annex 1 - Personnel Licensing and Annex 6 - Operation of Aircraft must include but should not be limited to the syllabi suggested in this manual.</p> <p>Phase One - Knowledge Consists of basic training, its completion ensures that a trainee has the necessary background in terms of knowledge to proceed to Phase Two of the training. The training specifications defined in Chapters 3 to 9 are basic principles corresponding to the knowledge common to all the tasks of an AME job.</p>	



		<p>Phase Two - Skills Consists of general maintenance practices, practical skills and attitude training in order to master essential skills before proceeding to work on airworthy aircraft or components. A training specification for this phase is detailed in Chapters 10, 11, 12.</p> <p>Phase Three - Experience Consists of applied practical on-the-job training (simulated or actual tasks under supervision) and job oriented maintenance experience. This phase may be arranged on the job or in the training centre. A training specification for this phase is detailed in Chapter 13.</p>	
E. COMMISSION REGULATION (EC) No. 2042/2003 + 707/2006			
Article 1	Objective and scope	<p>1. This Regulation establishes common technical requirements and administrative procedures for ensuring the continuing airworthiness of aircraft, including any component for installation thereto, which are:</p> <p style="padding-left: 40px;">(a) registered in a Member State; or (b) registered in a third country and used by an operator for which a Member State ensures oversight of operations.</p> <p>2. Paragraph 1 shall not apply to aircraft the regulatory safety oversight of which has been transferred to a third country and which are not used by a Community operator, or to aircraft referred to in Annex II to the basic Regulation.</p> <p>3. The provisions of this Regulation related to commercial air transport are applicable to licensed air carriers as defined by Community law – See below</p>	
Article 2	Definitions	<p>(a) 'aircraft' (c) 'component' (d) 'continuing airworthiness' (g) 'large aircraft'; (h) 'maintenance' (i) 'organisation'; (j) 'pre-flight inspection'</p>	



	<p>Additional definitions related to the Aircraft Maintenance License</p>	<p>AML: Aircraft Maintenance Licence (Part-66) is a document issued on the standard EASA Form 26 which permits the holder to exercise privileges (issue Certificates of Release to Service following an aircraft maintenance). <i>Note: For the time being, Part-66 AML considers aircraft maintenance only (Category A, B1, B2 or C AML).</i></p> <p>Basic knowledge is a level of knowledge in the appropriate subject modules in accordance with Appendix I to the Part-66 (for category/subcategory A, B1, B2) which an applicant for an aircraft maintenance licence or the addition of a category or subcategory to such an aircraft maintenance licence shall demonstrate by examination.</p> <p>Type training / rating refers to an aircraft type training approved by the competent authority or conducted by an appropriately approved Part-147 maintenance training organisation which shall include theoretical and practical elements of the aircraft type and consist of the appropriate course in relation to the licence holder privileges and when theoretical and practical training shall comply with Appendix III to the Part-66</p> <p>Conversion provisions describe the grandfather rights applicable to holders of a certifying staff qualification valid in a Member State, prior to the date of entry into force of the Part-66. Privileges can be transferred to the newly issued Part-66 aircraft maintenance licence without further examination, subject to conditions specified in Part-66 Section B (e.g. endorsement of technical limitations).</p>	
	<p>Article 5 Certifying Staff</p>	<p>1. Certifying staff shall be qualified in accordance with the provisions of Annex III, except as provided for in M.A.607(b) and M.A.803 of Annex I and in 145.A.30(j) of and Appendix IV to Annex II.</p> <p><i>[Annex I: Part-M - M.A.607(b): unforeseen cases, where an aircraft is grounded at a location other than the main base where no appropriate certifying staff is available. M.A.803: For any privately operated aircraft of simple design with a maximum take-off mass of less than 2730 kg, glider and balloon, the pilot-owner may issue the certificate of release to service after limited pilot owner maintenance.</i></p>	



		<p><i>Annex II: Part-145 - 145.A.30(j): organisations facilities and for line maintenance carried out at a line station of an organisation which is located outside the Community territory, limited certification authorisation to flight crew, unforeseen cases where an aircraft is grounded at a location other than the main base where no appropriate certifying staff is available.]</i></p> <p>2. Any aircraft maintenance licence and if any, the technical limitations associated with that licence, issued or recognised by a Member State in accordance with the JAA requirements and procedures and valid at the time of entry into force of this Regulation, shall be deemed to have been issued in accordance with this Regulation.</p>	
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F. GENERAL OVERVIEW OF PART-66

- Legal basis of Part-66
- Reference codes and related material
- General structure of Part-66

1. Legal Basis of Part-66 and the AML system

Text is based upon Regulation (EC) 1592/2002 and in particular, the following articles thereof:

- A) Article 5.2(e) – Personnel certificates
- B) Article 5.4(g) – Condition of issue, maintain, etc., personnel certificates
- C) Article 5.4(h) – Responsibilities of the holders of certificates
- D) Articles 2 and 8 – Recognition of certificates
- E) Article 10 – Flexibility provisions
- F) Article 57 – Grandfather rights

2. Reference codes and related material

This annex is a transposition of JAR 66 Issue 1 dated 3 April 1998 and the associated Temporary Guidance Leaflets. JAR 66 contents have been extended in order to include aeroplanes and helicopters with a maximum take-off mass below 5700kg. Such additions are based upon the results of the work of the JAA JAR 66 Light Aircraft Study Group, which itself used the initial Notice of Proposed Amendment (NPA) 66-1 and related public comments.



3. General structure of Part-66

Definition of the Competent Authority (66.1)

Section A: Technical Requirements

Subpart A – Aircraft Maintenance Licence Aeroplanes and Helicopters

Subpart B – Aircraft other than Aeroplanes and Helicopters

Subpart C – Components

Section B: Procedure for Competent Authorities

Subpart A – General

Subpart B – Issue of an Aircraft Maintenance Licence

Subpart C – Examinations

Subpart D – Conversion of National Qualifications

Subpart E – Examination Credits

Subpart F – Revocation, Suspension or Limitation of the Aircraft Maintenance Licence



G. CROSS-REFERENCE BETWEEN PART-66 REQUIREMENTS AND SYLLABUS' CONTENTS

ANNEX III – Part-66	Subject	F = Full contents O = Overview X = Not Relevant
66.1	Scope	F
SECTION A	TECHNICAL REQUIREMENTS	
SUBPART A	AIRCRAFT MAINTENANCE LICENCE AEROPLANES AND HELICOPTERS	
66.A.1 (a)	Scope	F
66.A.1 (b)	Scope	F
66.A.10	Application	F
Appendix V	Application form and example of licence format	O
AMC 66.A.10	Application	F
66.A.15	Eligibility	F
66.A.20 (a)	Privileges	F
66.A.20 (b)	Privileges	F
AMC 66.A.20 (a)	Privileges	F
AMC 66.A.20 (b)2	Privileges	F
GM 66.A.20 (a)	Privileges	F
GM 66.A.20 (b)3	Privileges	F
66.A.25 (a)	Basic knowledge requirements	F
66.A.25 (b)	Basic knowledge requirements	F
Appendix I	Basic knowledge requirements	O
AMC 66.A.25	Basic knowledge requirements	F



GM 66.A.25 (a)	Basic knowledge requirements	F
66.A.30 (a)	Experience requirements	F
66.A.30 (b)	Experience requirements	F
66.A.30 (c)	Experience requirements	F
66.A.30 (d)	Experience requirements	F
66.A.30 (e)	Experience requirements	F
Appendix IV	Experience requirements for extending a Part-66 aircraft maintenance licence	F
AMC 66.A.30 (a)	Experience requirements	F
AMC 66.A.30 (d)	Experience requirements	F
AMC 66.A.30 (e)	Experience requirements	F
GM 66.A.30 (a)	Experience requirements	F
66.A.40 (a)	Continued validity of the aircraft maintenance licence	F
66.A.40 (b)	Continued validity of the aircraft maintenance licence	F
66.A.40 (c)	Continued validity of the aircraft maintenance licence	F
GM 66.A.40	Continued validity of the aircraft maintenance licence	F
66.A.45 (a)	Type/task training and ratings	F
66.A.45 (b)	Type/task training and ratings	F
66.A.45 (c)	Type/task training and ratings	F
66.A.45 (d)	Type/task training and ratings	F
66.A.45 (e)	Type/task training and ratings	F
66.A.45 (f)	Type/task training and ratings	F
66.A.45 (g)	Type/task training and ratings	F
66.A.45 (h)	Type/task training and ratings	F
Appendix III	Type training and examination standard	O
AMC 66.A.45 (a)	Type/task training and ratings	F
AMC 66.A.45 (d)	Type/task training and ratings	F
AMC 66.A.45 (e)	Type/task training and ratings	F
AMC 66.A.45 (g)	Type/task training and ratings	F



AMC 66.A.45 (h)	Type/task training and ratings	F
Appendix II to AMC	Aircraft type practical experience – List of tasks	O
GM 66.A.45 (d)	Type/task training and ratings	F
GM 66.A.45 (d) and (e)	Type/task training and ratings	F
GM 66.A.45 (f)	Type/task training and ratings	F
66.A.55	Evidence of qualification	F
66.A.70	Conversion provisions	F
AMC 66.A.70	Conversion provisions	F
GM 66.A.70	Conversion provisions	F
SUBPART B	AIRCRAFT OTHER THAN AEROPLANES AND HELICOPTERS	
66.A.100	General	F
SUBPART C	COMPONENTS	
66.A.200	General	F
SECTION B	PROCEDURE FOR COMPETENT AUTHORITIES	
SUBPART A	GENERAL	
66.B.05	Scope	X
66.B.10 (a)	Competent Authority	X
66.B.10 (b)	Competent Authority	X
66.B.10 (c)	Competent Authority	X
66.B.15	Acceptable means of compliance	F
66.B.20 (a)	Record-keeping	X
66.B.20 (b)	Record-keeping	X
66.B.20 (c)	Record-keeping	X



66.B.20 (d)	Record-keeping	X
66.B.20 (e)	Record-keeping	X
66.B.25 (a)	Mutual exchange of information	X
66.B.25 (b)	Mutual exchange of information	X
66.B.30	Exemptions	X
SUBPART B	ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE	
66.B.100 (a)	Procedure for the issue of an aircraft maintenance licence by the competent authority	F
66.B.100 (b)	Procedure for the issue of an aircraft maintenance licence by the competent authority	F
66.B.100 (c)	Procedure for the issue of an aircraft maintenance licence by the competent authority	F
Appendix V	Application form and example of licence format	O
AMC 66.B.100	Procedure for the issue of an aircraft maintenance licence by the competent authority	F
AMC 66.B.100 to 115	Use of standard codes for aircraft type endorsement	F
Appendix I to AMC	Aircraft type ratings for Part-66 aircraft maintenance licence	O
66.B.105 (a)	Procedure for the issue of an aircraft maintenance licence via the Part-145 AMO	F
66.B.105 (b)	Procedure for the issue of an aircraft maintenance licence via the Part-145 AMO	F
AMC 66.B.105	Procedure for the issue of an aircraft maintenance licence via the Part-145 AMO	F
66.B.110 (a)	Procedure for the amendment of an AML to include an additional basic category / subcategory	F
66.B.110 (b)	Procedure for the amendment of an AML to include an additional basic category / subcategory	F



66.B.110 (c)	Procedure for the amendment of an AML to include an additional basic category / subcategory	F
66.B.110 (d)	Procedure for the amendment of an AML to include an additional basic category / subcategory	F
AMC 66.B.110	Procedure for the amendment of an AML to include an additional basic category / subcategory	F
66.B.115	Procedure for the amendment of an AML to include an aircraft type or group	F
AMC 66.B.115	Procedure for the amendment of an AML to include an aircraft type or group	F
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H. DETAILED CONTENTS AND LEVEL OF DETAIL EXPECTED (Full contents / Specific Paragraphs / Overview)			
66.1	Competent Authority	The competent authority shall be the authority designated by the Member State to whom a person applies for the issuance of an AML.	<i>Full contents</i>
66.A.15	Eligibility	An applicant for an AML shall be at least 18 years of age.	<i>Full contents</i>
66.A.1	Scope	<p>This section establishes the requirements for the issue of an AML and conditions of its validity and use, for aeroplanes and helicopters of the following categories:</p> <ul style="list-style-type: none"> - Category A - Category B1 - Category B2 - Category C <p>Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines.</p> <p>The subcategories are:</p> <ul style="list-style-type: none"> - A1 and B1.1 Aeroplanes Turbine - A2 and B1.2 Aeroplanes Piston - A3 and B1.3 Helicopters Turbine - A4 and B1.4 Helicopters Piston 	<i>Full contents</i>
66.A.20	Privileges	<p>Applicable privileges subject to compliance with § (b) requirements:</p> <ol style="list-style-type: none"> 1. Privileges of a category A AML. 2. Privileges of a category B1 AML. 3. Privileges of a category B2 AML. 4. Privileges of a category C AML. 	<i>Full contents</i>



		<p>Requirements for the holder of an AML to exercise certification privileges:</p> <ol style="list-style-type: none"> 1. compliance with the applicable requirements of Part-M and/or Part-145. 2. recency of experience, or meeting provision for the issue of privileges. 3. ability to read, write, communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the CRS are written. 	
AMC 66.A.20 (a)	Privileges	<p>Definitions of line and base maintenance. What line maintenance can include. Tasks outside these criteria to be considered base maintenance. Aircraft maintained i.a.w. "progressive" type programmes.</p>	<i>Full contents</i>
AMC 66.A.20 (b)2	Privileges As amended by ED Decision 2007/018/R	<p>Criteria for the required 6 months experience:</p> <ul style="list-style-type: none"> - Duration - Nature of the experience - Cases in which the experience requirement does not apply 	<i>Overview</i>
GM 66.A.20 (a)	Privileges	<p>List of titles against each category designator to provide a readily understandable indication of the job function:</p> <p>Category A: Line maintenance certifying mechanic. Category B1: Maintenance certifying technician - mechanical. Category B2: Maintenance certifying technician - avionic. Category C: Base maintenance certifying engineer.</p> <p>Titles adopted by each competent authority may differ but the designators A, B1, B2 and C are required by 66.A.20.</p> <p>Individual AML holders need not be restricted to a single category. Provided that each qualification requirement is satisfied, any combination</p>	<i>Full contents</i>



		<p>of categories may be granted.</p> <p>Tasks permitted by 66.A.20 (a)1 to be certified under cat. A certification authorisation (minor scheduled maintenance or simple defect rectification) are as specified in Part 145 and agreed by the competent authority. Part 145 contains a typical example list of such tasks. Meaning of “minor scheduled line maintenance”.</p> <p>Criteria according to which category B1 licence permits certification of work involving avionic systems (serviceability established by a simple self-test facility, on-board test systems/equipment or simple ramp test equipment).</p> <p>Defect rectification involving test equipment which requires an element of decision making other than a simple go/no-go decision cannot be certified. Category B2 need to be qualified as Cat A in order to carry out simple mechanical tasks and be able to make certifications for such work.</p> <p>What the Cat C certification authorisation permits (certification of scheduled base maintenance by the issue of a single CRS for the complete aircraft after the completion of all such maintenance). The basis for this certification.</p> <p>The principal function of the category C certifying staff. Cat C personnel holding cat B1 / B2 qualifications may perform both roles in base maintenance.</p>	
GM 66.A.20 (b)3	Privileges	<p>Holders of a Part-66 AML may not exercise certification privileges unless they have a general knowledge of language used within the maintenance environment including common aeronautical terms in the language.</p> <p>What the level of knowledge should be (details). Level of understanding to be compatible with level of certification privileges exercised.</p>	<i>Full contents</i>
66.A.55	Evidence of qualification (Regulation (EC) 707/2006)	<p>Personnel exercising certification privileges must produce their licence, as evidence of qualification, if requested by an authorised person, within 24 hours.</p>	<i>Full contents</i>



KNOWLEDGE REQUIREMENTS FOR AML			
<p>66.A.25</p>	<p>Basic knowledge requirements</p>	<p>An applicant for an AML or the addition of a category or subcategory to AML shall demonstrate, by examination, a level of knowledge in the appropriate subject modules i.a.w. Appendix I to this Part.</p> <p>Basic knowledge examinations to be conducted by a Part-147 training organisation or by the competent authority. Full/partial credit against basic knowledge requirements and associated examination shall be given for any other technical qualification considered equivalent by the competent authority to the knowledge standard of this Part.</p> <p>Such credits shall be established i.a.w. Section B, Subpart E.</p>	<p><i>Full contents</i></p>
<p>Appendix I</p>	<p>Basic knowledge requirements</p>	<p>1. Knowledge levels - category A, B1, B2 and C AML.</p> <p>Basic knowledge for categories A, B1 and B2 are indicated by the allocation of knowledge levels indicators (1, 2 or 3) against each applicable subject.</p> <p>Category C applicants must meet either the category B1 or the category B2 basic knowledge levels.</p> <p>Knowledge level indicators are defined as follows:</p> <p>Definition of the knowledge level indicators:</p> <ul style="list-style-type: none"> Level 1 - definition, objectives, what the applicant should be able to perform; Level 2 - definition, objectives, what the applicant should be able to perform; Level 3 - definition, objectives, what the applicant should be able to perform. <p>2. Modularisation – description of the matrix, applicable subjects.</p>	<p><i>Overview</i></p>



AMC 66.A.25	Basic knowledge requirements	<p>Applicants qualified by holding an academic degree in a aeronautical, mechanical, electronic discipline from a recognised university or other higher educational institute – need for examination depending upon course taken in relation to Appendix I.</p> <p>Crediting knowledge gained and examinations passed during previous experiences where competent authority is satisfied that such knowledge / examinations are equivalent to that required by Appendix I.</p>	<i>Full contents</i>
EXPERIENCE REQUIREMENTS FOR AML			
66.A.30	Experience requirements	<p>Experience requirements for an applicant for an AML:</p> <ol style="list-style-type: none"> 1. for category A and subcategories B1.2 and B1.4: 2. for category B2 and subcategories B1.1 and B1.3: 3. for category C with respect to large aircraft: 4. for category C with respect to non large aircraft: 5. for category C obtained through the academic route. <p>Experience requirements for an extension to an AML (Appendix IV).</p> <p>For cat A, B1 and B2 the experience must be practical meaning. At least 1 year of required experience to be recent maintenance experience on aircraft of the category/subcategory for which the initial AML is sought.</p> <p>For subsequent category/subcategory additions to an existing AML, the additional recent maintenance experience required = at least 3 months.</p> <p>Required experience = dependent upon difference between the licence category/subcategory held and applied for. Such additional experience must be typical of the new licence category/subcategory sought.</p> <p>Acceptance of aircraft maintenance experience gained outside a civil aircraft maintenance environment: requirements. The need for additional experience of civil aircraft maintenance; reasons.</p>	<i>Full contents</i>



Appendix IV	Experience requirements for extending a Part-66 aircraft maintenance licence	<p>Experience requirements to add a new category/subcategory to Part-66 AML</p> <p>Experience = practical maintenance experience on operating aircraft in the subcategory relevant to the application.</p> <p>Experience requirement = reduced by 50 % if the applicant has completed an approved Part-147 course relevant to the subcategory.</p>	<i>Overview</i>
AMC 66.A.30 (a)	Experience requirements	<p>Cat. C applicant holding academic degree: "representative selection of task".</p> <p>An applicant to a Part-66 cat C licence may be qualified by having 3 years experience as category B1 or B2 certifying staff only in line maintenance.</p> <p>Recommended: any applicant to cat C holding B1 or B2 licence demonstrate \geq 12 months experience as B1 or B2 base maintenance support staff.</p> <p>Meaning of "skilled worker". Requirements for such training course.</p>	<i>Full contents</i>
AMC 66.A.30 (d)	Experience requirements	<p>Requirements for experience to be considered as recent experience:</p> <ul style="list-style-type: none"> - at least 50% of the required 12 month experience ... - the remainder of the experience ... 	<i>Full contents</i>
AMC 66.A.30 (e)	Experience requirements	<p>Additional experience of civil aircraft maintenance:</p> <ul style="list-style-type: none"> - for category A - for category B1 or B2 <p>Examples of aircraft maintenance experience gained outside a civil aircraft maintenance environment</p>	<i>Full contents</i>



GM 66.A.30 (a)	Experience requirements	<p>Meaning of “maintenance experience on operating aircraft”. Purpose. Such experience may be combined with approved training.</p>	<i>Overview</i>
66.A.45	Type/task training and ratings	<p>Task training Holder of a cat A AML may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant cat A <u>aircraft task training</u> carried out by an appropriately approved Part-145 or Part-147 organisation.</p> <p>The training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination and/or by workplace assessment carried out by an appropriately approved Part-145 or Part-147 organisation.</p> <p>Type training Except as otherwise specified [group ratings], the holder of a cat B1, B2 or C AML shall only exercise certification privileges on a specific aircraft type when the AML is endorsed with the appropriate <u>aircraft type rating</u>.</p> <p>Except as otherwise specified [ratings on aircraft other than large aircraft], ratings shall be granted following satisfactory completion of the relevant cat B1, B2 or C aircraft <u>type training</u> approved by the competent authority or conducted by an appropriately approved Part-147 MTO.</p> <p>Cat B1 and B2 approved type training shall include theoretical and practical elements and consist of the appropriate course in relation to the 66.A.20(a) privileges. Theoretical and practical training shall comply with Appendix III.</p> <p>Cat C approved type training shall comply with Appendix III. In the case of a category C person qualified by holding an academic degree as specified in 66.A.30(a), (5), the first relevant aircraft type theoretical training shall be at the category B1 or B2 level. Practical training is not required.</p>	<i>Full contents</i>



		<p>Completion of approved aircraft type training shall be demonstrated by an examination. The examination shall comply with Appendix III. The exam in respect of cat B1 or B2 or C aircraft type ratings shall be conducted by appropriately approved Part-147 MTO, the competent authority, or the training organisation conducting the approved type training course.</p> <p>Group ratings For aircraft other than large aircraft, the holder of a cat B1 or B2 AML may also exercise certification privileges, when the AML is endorsed with the appropriate group ratings, or manufacturer group ratings, unless the Agency has determined that the complexity of the aircraft requires a type rating.</p> <p>Manufacturer group ratings may be granted after complying with the type rating requirements of 2 aircraft types representative of the group from the same manufacturer.</p> <p>Full group ratings may be granted after complying with the type rating requirements of three aircraft types representative of the group from different manufacturers.</p> <p>However, no full group rating may be granted to B1 multiple turbine engine aeroplanes, where only manufacturer group rating applies.</p> <p>Definition of the groups: (i) for category B1 or C; (ii) for category B2 or C.</p> <p>Ratings on aircraft other than large aircraft may also be granted, subject to satisfactory completion of the relevant cat B1, B2 or C aircraft type examination and demonstration of practical experience on the aircraft type, unless the Agency has determined that the aircraft is complex, where approved type training is required.</p> <p>In the case of cat C ratings on aircraft other than large aircraft, for a person qualified by holding an academic degree as specified</p>	
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		<p>in 66.A.30 (a), (5), the first relevant aircraft type examination shall be at the cat B1 or B2 level.</p> <p>Cat B1, B2 and C approved type examinations must consist of a mechanical examination for cat B1 and an avionics examination for cat B2 and both mechanical and avionics examination for cat C.</p> <p>The examination shall comply with Appendix III. It shall be conducted by appropriately approved Part-147 MTO, or by the competent authority.</p> <p>Aircraft type practical experience shall include a representative cross section of maintenance activities relevant to the category.</p>	
Appendix III	Type training and examination standard	<p><u>1. Type training levels</u> Definitions, contents, objectives of each level: Level 1 - General familiarisation Level 2 - Ramp and transit Level 3 - Line and base maintenance training</p> <p><u>2. Type training standard</u> Type training must include a theoretical and practical element. 2.1. Theoretical element – elements to be covered, levels, cat C staff. 2.2. Practical element – contents, objectives.</p> <p><u>3. Type training examination standard – requirements.</u></p> <p><u>4. Type examination standard (without type training) – requirements.</u></p>	<i>Overview</i>
AMC 66.A.45 (a)	Type/task training and ratings	<p>For cat A certifying staff specific training on each aircraft type will be required reflecting the authorised task(s) as per 66.A.20 (a)1. Meaning of “appropriately approved Part-145 or Part-147 organisation”.</p>	<i>Full contents</i>



<p>AMC 66.A.45 (d)</p>	<p>Type/task training and ratings</p>	<p>The training should give adequate detailed theoretical knowledge of: (list).</p> <p>Elements to be taken into account by the course: (list). What the practical training must comprise. Duration, conditions. Structured on-job-training (OJT) to satisfy the practical training requirement.</p> <p>Practical training conducted by or under the responsibility of the training organisation under an Part-147 approval or a direct type course approval.</p> <p>Design of the individual practical training records.. Practical training conducted by a Part-145 AMO. Design of the individual practical training records Practical training as a structured OJT programme. Requirements.</p> <p>List of tasks to be accepted either directly for each individual, or indirectly through the acceptance of a procedure giving delegation to the AMO. Practical element including acceptable cross section of maintenance tasks. What the applicant should be able to do before grant of the aircraft type (list). What the practical assessment should also ensure (list).</p>	<p><i>Overview</i></p>
<p>AMC 66.A.45 (e)</p>	<p>Type/task training and ratings</p>	<p>Cat C certifying staff may not carry out duties of category B1 or B2 or equivalent within base maintenance unless they hold the relevant B1 or B2 cat and have passed type training corresponding to the relevant B1 or B2 cat</p>	<p><i>Full contents</i></p>
<p>AMC 66.A.45 (g)</p>	<p>Type/task training and ratings</p>	<p>Meaning of "aircraft types representative of a group" for the B1 category and for the B2 category. A "multiple engines" group automatically includes the corresponding "single engine" group.</p>	<p><i>Full contents</i></p>



<p>AMC 66.A.45 (h)</p>	<p>Type/task training and ratings</p>	<p>Type experience = cover acceptable cross section of tasks from Appendix II.</p> <p>For the first aircraft type of each manufacturer group, at least 50% of the Appendix II tasks, as applicable to the aircraft type and licence category, should be performed.</p> <p>For the second aircraft type of each manufacturer group = reduced to 30%. For subsequent aircraft types of each manufacturer group = reduced to 20%.</p> <p>Type experience = demonstrated by the submission of records or logbook showing Appendix II tasks performed by the applicant, as specified by the competent authority.</p>	<p><i>Full contents</i></p>
<p>Appendix II to AMC Aircraft type practical experience – List of tasks</p>			
<p>GM 66.A.45 (d)</p>	<p>Type/task training and ratings</p>	<p>The required duration of practical training must be accepted on a case by case basis by the competent authority prior to the type rating endorsement. Agreement on practical training duration = reached before training starts. For applicants from a Part-145 AMO, the required duration may be approved through the MOE procedures.</p> <p>Guideline to define the required training duration in various cases (list). Min 2 weeks practical training = normally required for all type training courses, including the addition of similar type ratings on a Part-66 AML (differences courses).</p> <p>There may be cases where the practical differences training required is less than two weeks (example).</p> <p>AMC 66.A.45(d) specifies a practical training duration between 2 weeks and 4 months, but in the case of a structured OJT performed at line stations, due to the availability of aircraft its duration may need be subsequently extended in order to fulfil the required list of supervised tasks.</p>	<p><i>Full contents</i></p>



		<p>Except in those cases where the Part-147 MTO determines the practical training required, it is the responsibility of the AMO to determine that the duration of practical training is commensurate with the candidates' recency and experience. In either case the Member State must satisfy itself that the practical training is of sufficient duration before adding a type rating.</p> <p>Limited avionics system training should be included in cat B1 type training, as the B1 privileges include replacement of avionic line replaceable units. Electrical systems should be included in both categories type training.</p>	
GM 66.A.45 (d) and (e)	Type/task training and ratings	Part-66 Appendix III type training levels are based upon ATA 104 (Air Transport Association) corresponding type training levels.	<i>Full contents</i>
GM 66.A.45 (f)	Type/task training and ratings	Exams in respect of cat B1 or B2 or C aircraft type ratings may be conducted by appropriately approved Part-147 MTOs, the Member State or an organisation accepted by the Member State to conduct such examination.	<i>Overview</i>
66.A.10	Application	<p>Application for an AML or amendment to AML to be made on <u>EASA Form 19</u> in a manner established by the competent authority, and submitted thereto.</p> <p>An application for the amendment to an AML shall be made to the competent authority that issued the AML.</p>	<i>Full contents</i>
Appendix V	Application form and example of licence format	<p>Overview of the application form (EASA Form 19).</p> <p>Competent authority may modify EASA Form 19 to include additional info necessary to support the case where national requirements permit or require the AML to be used outside the Part-145 requirement for non-CAT purposes.</p>	<i>Overview</i>
AMC 66.A.10	Application	<p>How maintenance experience should be written up. Task by task account vs. "X years experience completed" statement.</p> <p>Log book of maintenance experience.</p>	<i>Full contents</i>



		<p>Cross refer in the EASA Form 19 to other documents.</p> <p>Applicants claiming maximum reduction in 66.A.30(a) total experience based upon having successfully completed 147.A.200 approved basic training, to include the Part-147 certificate of recognition for approved basic training.</p> <p>Applicants claiming reduction in 66.A.30(a) total experience based upon having successfully completed technical training in an organisation or institute recognised by the competent authority as a competent organisation or institute, to include the relevant certificate of successful completion.</p>	
66.B.100	Procedure for the issue of an AML by the competent authority	<p>On receipt of EASA Form 19 and any supporting documentation, the competent authority shall verify EASA Form 19 for completeness and ensure that the experience claimed meets the requirement of this Part.</p> <p>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 1 have been met as required by this Part.</p> <p>The competent authority shall issue the AML when satisfied that the applicant meets the standards of knowledge & experience required by this Part. The same information shall be kept on competent authority file.</p>	<i>Full contents</i>
Appendix V	Application form and example of licence format	Overview of the Part-66 AML.	<i>Overview</i>
AMC 66.B.100	Procedure for the issue of an AML by the competent authority	Applicants claiming credit against 66.A.30(a) total experience requirement by virtue of 66.A.30(d) non-civil aircraft maintenance experience: conditions, requirements, statement to be provided by applicant, checks by the competent authority.	<i>Full contents</i>



AMC 66.B.100 to 115	Standard codes for aircraft type endorsement	Aircraft type endorsement = use of standard codes contained in Appendix I. NB: the list is regularly updated - Refer to latest/current ED Decision.	<i>Full contents</i>
Appendix I to AMC	Aircraft type ratings for Part-66 AML -	See above - Refer to latest/current ED Decision (Overview).	<i>Overview</i>
66.B.105	Procedure for the issue of an AML via the Part-145 AMO	<p>The Part 145 AMO procedure must be included in the MOE and audited by the Member State at least once in each 12 month period.</p> <p>Applicants claiming max reduction in 66.A.30(a) total experience based upon having successfully completed a 147.A.200 approved basic training course: include Part-147 certificate of recognition for approved basic training.</p> <p>Applicants claiming reduction in 66.A.30(a) total experience based upon having successfully completed technical training in an organisation / institute recognised by the competent authority as competent: include the relevant certificate of successful completion of training.</p> <p>Applicants claiming credit against 66.A.30(a) total experience requirement by virtue of 66.A.30(d) non-civil aircraft maintenance experience: conditions, requirements, statement to be provided by applicant, check by Part-145 Org.</p> <p>Part 145 AMO may keep the experience record of applicants in a different form from that of EASA Form 19 if acceptable to the competent authority.</p>	<i>Full contents</i>
66.B.110	Procedure for the amendment of an AML to include an additional basic category / subcategory	The applicant for additional basic categories / subcategories to an AML shall submit in addition to the docs required under 66.B.100 / 66.B.105 his current original AML to the competent authority together with EASA Form 19.	<i>Full contents</i>



		<p>At the completion of the procedure i.a.w. 66.B.100 / 66.B.105, the competent authority shall endorse the additional basic category or subcategory on the AML by stamp and signature or reissue the licence.</p> <p>The competent authority file shall be amended accordingly. Applicants for amendment of the basic categories qualifying for such variation via 66.B.100 or via 66.B.105 in a Member State other than the Member State in which they first qualified; related requirements.</p>	
AMC 66.B.110	Procedure for the amendment of an AML to include an additional basic category / subcategory	In the case of computer generated licences, the licence should be reissued.	<i>Full contents</i>
66.B.115	Procedure for the amendment of an AML to include an aircraft type or group	On receipt of a satisfactory EASA Form 19 and any supporting documentation demonstrating compliance with the applicable type rating and/or group rating requirements and the accompanying AML, the competent authority shall either endorse the applicant's AML with the aircraft type or group or reissue the AML to include the aircraft type or group. The competent authority file shall be amended accordingly.	<i>Full contents</i>
AMC 66.B.115	Procedure for the amendment of an AML to include an aircraft type or group	Aircraft type training covered by more than one course: verifications by the competent authority. Differences training for a similar type: verifications by competent authority. How to demonstrate compliance with the practical elements.	<i>Overview</i>
GM 66.B.115 (b)	Procedure for the amendment of an AML to include an aircraft type or group	Where the Part-145 AMO conducts the practical training, it must confirm to the competent authority that the trainee has been assessed and has successfully completed the practical elements of type training course to satisfy the requirements of 66.A.45(c).	<i>Overview</i>



		Competent authority shall agree on how practical elements are assessed, e.g. under a procedure or on a case by case basis.	
66.A.40	Continued validity of the AML	<p>AML becomes invalid 5 years after last issue or amendment, unless holder submits it to the competent authority that issued it, in order to verify that the information contained in the licence is the same as that contained in the competent authority records, pursuant to 66. B.120.</p> <p>Certification privileges based upon AML = invalid as soon as AML is invalid.</p> <p>AML is only valid when issued and/or amended by the competent authority and when the holder has signed the document.</p>	<i>Full contents</i>
GM 66.A.40	Continued validity of the AML	Validity of the Part-66 AML is not affected by recency of maintenance experience, whereas the validity of the 66.A.20 <u>privileges</u> is affected by maintenance experience as specified in 66.A.20(a).	<i>Full contents</i>
RENEWAL OF AN AML			
66.B.120	Procedure for the renewal of an AML validity	<p>Holder of an AML shall complete relevant parts of EASA Form 19 & submit it with his copy of AML to the competent authority that issued the original AML, unless Part-145 AMO has a MOE procedure whereby such organisation may submit the necessary documentation on behalf of the AML holder.</p> <p>Competent authority shall compare holder's AML with the competent authority file and verify any pending revocation, suspension or variation action pursuant to 66.B.500. If the documents are identical and no action is pending pursuant to 66. B.500, the holder's copy shall be renewed for five years and the file endorsed accordingly.</p>	<i>Full contents</i>



		<p>If the competent authority file is different from the AML held by the holder:</p> <ul style="list-style-type: none"> the competent authority shall investigate the reasons for such differences and may choose not to renew the AML; the competent authority shall inform the licence holder and any known Part-145 or Part-M AMO affected of such fact and shall, if necessary, take action i.a.w. 66.B.500 to revoke, suspend or amend the AML. 	
AMC 66.B.120	Procedure for the renewal of an AML validity As amended by ED Decision 2007/018/R	<p>Competent authority should not carry out investigation to ensure that AML holder is in current maintenance practice. This is a matter for the AMO in ensuring validity of the certification authorisation.</p> <p>To ensure the continued validity of the certification privileges, the competent authority may request the licence holder for documentary evidence of compliance with 66.A.20(b) when exercising such privileges.</p>	<i>Full contents</i>
REVOCAION, SUSPENSION OR LIMITATION OF THE AML			
66.B.500	Revocation, suspension or limitation of the AML	<p>Competent authority shall suspend, limit or revoke the AML where it has identified a safety issue or if it has clear evidence that the person has carried out or been involved in one or more of the following activities:</p> <ul style="list-style-type: none"> Obtaining the AML and/or the certification privileges by falsification of submitted documentary evidence. Failing to carry out requested maintenance combined with failure to report such fact to the organisation or person who requested the maintenance. Failing to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out. 	<i>Full contents</i>



		<ul style="list-style-type: none"> • Negligent maintenance. • Falsification of the maintenance record. • Issuing a CRS knowing that the maintenance specified on the CRS has not been carried out or without verifying that such maintenance has been carried out. • Carrying out maintenance or issuing a CRS when adversely affected by alcohol or drugs. • Issuing CRS while not in compliance with this Part. 	
EXAMINATIONS			
66.B.200	Examination by the competent authority	<p>Secure storage of examination questions prior to an examination, to ensure that candidates will not know which particular questions will be included.</p> <p>The competent authority shall nominate those persons who control the questions to be used for each examination. The competent authority shall appoint examiners who shall be present during all examinations to ensure the integrity of the examination.</p> <p>Basic examinations shall follow the standard specified in Appendix I and II.</p> <p>Type examinations must follow the standard specified in Appendix III.</p> <p>New essay questions every six months; used questions = withdrawn or rested from use. A record of questions used shall be retained for reference.</p> <p>All examination papers = handed out at the start of the examination to the candidate & handed back to the examiner at the end of the allotted time. No exam paper may be removed from the exam room during the exam.</p>	<i>Full contents</i>



		<p>Only the exam paper may be available to the candidate during the exam, apart from specific documentation needed for type examinations.</p> <p>Examination candidates = separated from each other so that they cannot read each other's examination papers. They may not speak to any person other than the examiner. Candidates proven to be cheating = banned from taking any further exam within 12 months of the date of the exam in which they were found cheating.</p>	
Appendix II	Basic examination standard	<p><u>Standardisation Basis For Examinations</u> All basic examinations = multi-choice question format & essay questions.</p> <p>Each multi-choice question = three alternative answers of which only one must be the correct answer</p> <p>Allowed a time per module = nominal average of 75 seconds per question.</p> <p>Each essay question = written answer; 20 minutes to answer each question.</p> <p>Essay questions = drafted and evaluated using the knowledge syllabus in Part-66 Appendix I, Modules 7, 9 and 10.</p> <p>Each question = a model answer drafted for it, which will also include any known alternative answers that may be relevant for other subdivisions. Model answer = broken down into a list of important points (Key Points).</p> <p>The pass mark for each module and sub-module multi-choice part = 75 %. The pass mark for each essay question is 75 % (the candidates answer must contain 75 % of the required key points addressed and no significant error related to any required key point).</p>	<i>Overview</i>



		<p>All Part-66 modules that make up a complete Part-66 AML category or subcategory must be passed within a 5 year time period of passing the first module; this does not apply to those modules which are common to more than one Part-66 AML category or subcategory and which were previously passed as part of another such category or subcategory examination.</p> <p><u>Question Numbers for the Part-66 Appendix I Modules – Overview</u></p>	
Appendix III	Type training and examination standard	<p><u>1. Type training levels</u> Definitions, contents, objectives of each level: Level 1 - General familiarisation Level 2 - Ramp and transit Level 3 - Line and base maintenance training</p> <p><u>2. Type training standard</u> Type training must include a theoretical and practical element. 2.1. Theoretical element – elements to be covered, levels, cat C staff. 2.2. Practical element – contents, objectives.</p> <p><u>3. Type training examination standard – requirements.</u></p> <p><u>4. Type examination standard (without type training) – requirements.</u></p>	<i>Overview</i>
GM 66.B.200	Examination by the competent authority	<p>Questions in the national language / in aviation English.</p> <p>The primary purpose of essay questions.</p> <p>Oral type questions not to be used as primary means of examination.</p> <p>For pass mark purposes, the essay questions should be considered as separate from the multiple choice questions.</p> <p>Multiple choice question (MCQ) generation - principles to be observed Essay question generation – purpose, development, issues to consider; evaluation criteria and guidelines.</p>	<i>Overview</i>



EXAMINATION CREDITS			
66.A.25	Basic knowledge requirements - § b	Full or partial credit against the basic knowledge requirements and associated examination shall be given for any other technical qualification considered by the competent authority to be equivalent to the knowledge standard of this Part. Such credits shall be established in accordance with Section B, Subpart E of this Part.	
66.B.400	General	Competent authority may only grant examination credit on the basis of an examination credit report prepared i.a.w. 66.B.405. Examination credit report = either developed by the competent authority or approved by the competent authority.	<i>Full contents</i>
66.B.405	Examination credit report	For each technical qualification concerned, the report shall identify the subject matter and knowledge levels contained in App. I relevant to the category being compared. Report shall include a statement of compliance against each subject stating where, in the technical qualification, the equivalent standard can be found. If there is no equivalent standard for the particular subject, the report shall state such facts. Based upon the above comparison, the report shall indicate for each technical qualification concerned the Appendix I subject matters subject to examination credits. Report to be amended as necessary where the national qualification standard is changed.	<i>Full contents</i>
CONVERSION OF NATIONAL QUALIFICATIONS			
66.A.70	Conversion provisions	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 AML without further examination subject to the conditions specified in 66.B.300.	<i>Full contents</i>



		<p>A person undergoing a qualification process valid in a Member State, prior to the date of entry into force of this Part may continue to be qualified. The holder of a qualification gained following such qualification process shall be issued an AML without further examination subject to the conditions specified in 66.B.300</p> <p>Where necessary, the AML shall contain technical limitations in relation to the scope of the pre-existing qualification.</p>	
AMC 66.A.70	Conversion provisions	Technical limitations = deleted as appropriate when the person satisfactorily sits the relevant conversion examination and gains relevant experience.	<i>Full contents</i>
GM 66.A.70	Conversion provisions	Example of a technical limitation and how to deal with it.	<i>Full contents</i>
66.B.300	General	<p>The competent authority may only perform the conversion specified in 66.A.70 in accordance with a conversion report prepared pursuant to paragraph 66.B.305 or 66.B.310, as applicable.</p> <p>Conversion report = either developed by the competent authority or approved by the competent authority.</p>	<i>Full contents</i>
66.B.305	Conversion report for national qualifications	<p>The report shall describe the scope of each type of qualification and show to which AML it will be converted, which limitation will be added and the Part-66 module/subjects on which examination is needed to ensure conversion to the AML without limitation, or to include an additional (sub-) category.</p> <p>The report shall include a copy of the existing regulation defining the licence categories and scopes.</p>	<i>Full contents</i>



AMC 66.B.305	Conversion report for national qualifications	The scope of the national qualifications and the Part-66 licence should be compared on the basis of a detailed analysis of the national and Part-66 basic qualification standards. The report should identify where a difference between the two standards exists, and it should show where such a difference would lead to a limitation on the Part-66 licence.	<i>Full contents</i>
66.B.310	Conversion report for AMO authorisations	For each AMO concerned, the report shall describe the scope of each type of authorisation and show to which AML it will be converted, which limitation will be added and the module/subjects on which examination is needed to convert to the licence, or to include an additional (sub-)category. The report shall include a copy of the relevant AMO procedures for the qualification of certifying staff, on which the conversion process is based.	<i>Full contents</i>
AMC 66.B.310	Conversion report for AMO authorisations	The scope of the AMO authorisation and the Part-66 licence should be compared on the basis of a detailed analysis of the AMO procedures defining the scope of the authorisation, the scope of work of the AMO and the aircraft type qualifications held by the individuals / groups of individuals. The report should identify where a difference between the two scopes exists, and it should show where such a difference would lead to a limitation on the Part-66 licence.	<i>Full contents</i>
AIRCRAFT OTHER THAN AEROPLANES & HELICOPTERS			
66.A.100	General	Until such time as this Part specifies a requirement for certifying staff of aircraft other than aeroplanes and helicopters, the relevant Member State regulation shall apply.	<i>Full contents</i>
COMPONENTS			
66.A.200	General	Until such time as this Part specifies a requirement for certifying components, the relevant Member State regulation shall apply.	<i>Full contents</i>