

Annex III to ED Decision 2019/009/R

Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex III (Part-66) to Commission Regulation (EU) No 1321/2014

Issue 2 — Amendment 3

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in grey;
- an ellipsis '[...]' indicates that the remaining text is unchanged.

Annex III to ED Decision 2015/029/R is amended as follows:

- 1) GM 66.A.3 is replaced by the following:

GM 66.A.3 Licence categories

'ELA1 aeroplanes' refers to those aeroplanes which meet the definition of 'ELA1 aircraft' that is contained in Article 2(k) of Regulation (EU) No 1321/2014.

'ELA2 gas airships' refers to those gas airships which meet the definition of 'ELA2 aircraft' that is contained in Article 2(ka) of Regulation (EU) No 1321/2014.

'Gas airships other than ELA2' refers to those gas airships which do not meet at least one condition of the definition of 'ELA2 aircraft' that is contained in Article 2(ka) of Regulation (EU) No 1321/2014.

NOTE: The 'ELA2 aircraft' category includes all 'ELA1 aircraft'.

The term 'powered sailplane' includes:

- those powered sailplanes which may take off solely by means of their own power (self-launching sailplanes); and
- self-sustaining powered sailplanes; and
- touring motor gliders (TMGs).

While the L1C subcategory only includes composite sailplanes, the L1 subcategory includes all sailplanes (composite, metal and wood).

While the L2C subcategory only includes composite powered sailplanes and composite ELA1 aeroplanes, the L2 subcategory includes all powered sailplanes and ELA1 aeroplanes (composite, metal and wood).

In the case of maintenance of mixed balloons (combination of gas and hot air), it is required to hold both L3G and L3H subcategories.

For the B2L licence, a 'system rating' is a rating which gives privileges to release maintenance on the aircraft systems covered by the 'system rating' and electrical systems.

The sentence ‘shall contain, as a minimum, one system rating’ refers to the fact that the application for a B2L licence should be made for any of the system ratings or any combination of the system ratings specified in 66.A.3.

There is no specific order in which the system ratings should be applied for. Any combination of system ratings is possible.

The description of systems covered by the different system ratings is provided in Appendix I ‘Basic Knowledge Requirements’ under paragraph ‘2. Modularisation’, subparagraph related to ‘Categories B2 and B2L’.

2) The following GM 66.A.5 is added:

GM 66.A.5 Aircraft groups

The following table summarises the applicability of categories/subcategories of Part-66 licences versus the groups/subgroups of aircraft:

Category/subcategory	A, B1 and C	B2	B2L	B3	L				
					L1C and L1	L2C and L2	L3H and L3G	L4H and L4G	L5
Groups									
1 — Complex motor-powered aircraft — Multi-engine helicopters — Aeroplanes above FL290 — Aircraft with fly-by-wire systems — Any other aircraft when defined by the Agency	X	X							
1 — Gas airships other than ELA2		X							X
2 2a: Single turboprop aeroplanes 2b: Single turbine helicopters 2c: Single piston helicopters	X	X	X						
3 Piston engine aeroplanes	X	X	X						
3 Piston engine aeroplanes (non-	X	X	X	X					

pressurised of 2 000 kg MTOM and below)									
3 ELA1 piston engine aeroplanes	X	X	X	X		X			
4									
— Sailplanes		X	X		X				
— Powered sailplanes		X	X			X			
— Balloons		X	X				X		
— Airships not in Group 1		X	X					X	

3) The following GM 66.A.10(a) is added:

GM 66.A.10(a) Application

When an application is made for a licence in the B2L category, the applicant should specify on the EASA Form 19:

- the system rating or the combination of system ratings the applicant applies for; and
- the aircraft rating,

considering that according to 66.A.45(e), a B2L licence endorsed with full subgroup 2b can be endorsed also with full subgroup 2c.

When applying for the addition of a system rating on a B2L licence, the applicant should provide together with the application, the demonstration of compliance with the experience requirements related to the system the applicant applies for.

When a B2L licence holder applies for the extension of a B2L licence to add a new system rating, he/she needs to demonstrate the practical experience required by 66.A.30(3) for the system rating but also the practical experience required by 66.A.45(e) and (f) in case the aircraft group is different.

When a B2L licence holder applies for the change of his/her B2L licence to the B2 category, he/she needs only to:

- demonstrate by examination the differences between the basic knowledge corresponding to the B2L licence held and the basic knowledge of the B2 licence, as described in Appendix I; and
- demonstrate the additional experience described in Appendix IV.

These requirements can be found also for the competent authority in 66.B.110.

When an applicant applies for the extension of his/her B2L licence to a B2 licence and he/she meets the relevant requirements, the B2L licence is replaced by the B2 licence.

4) GM 66.A.20(a) is amended as follows:

GM 66.A.20(a) Privileges

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[...]

3. The B1.2 and B3 licences do not include any L subcategory. Nevertheless, the holder of a B1.2 or B3 licence with the appropriate ratings is entitled to receive, upon application, licences in the L1 and L2 subcategories under the conditions described in point 66.B.110(d).
 4. The privileges of the B2 licence with given aircraft ratings include the privileges of the B2L licence for all the system ratings for the same aircraft ratings. Nevertheless, the holder of a B2 licence with given aircraft ratings may apply for a B2L licence in order to include a different aircraft rating if the applicant only wants to demonstrate compliance with the experience requirements for certain system ratings.
 5. The category C licence permits certification of scheduled base maintenance by the issue of a single certificate of release to service for the complete aircraft after the completion of all such maintenance. The basis for this certification is that the maintenance has been carried out by competent mechanics, and category B1, B2, B2L, and B3 and L support staff, as appropriate, have signed for the maintenance tasks under their respective specialisation. The principal function of the category C certifying staff is to ensure that all required maintenance has been called up and signed off by the category B1, B2, B2L, and B3 and L support staff, as appropriate, before issue of the certificate of release to service. Only category C personnel who also hold category B1, B2, B2L, or B3 or L qualifications may perform both roles in base maintenance.
- 5) The following AMC 66.A.20(a)(4) is added:

AMC 66.A.20(a)(4) Privileges

‘Within the limits of the system ratings specifically endorsed on the licence’ refers to the fact that the privileges of the licence holder are limited:

- to the group/subgroup of aircraft endorsed on the licence, but also
- to the system rating(s) endorsed.

When an applicant wishes to get the privilege to issue certificates of release to service and to act as support staff for electrical and avionics tasks within powerplant and mechanical systems, he/she should apply for the rating ‘airframe system’ on the B2L licence. The reason is that the ‘airframe systems’ rating is the only rating which covers completely the electrical and avionics tasks of the powerplant and mechanical systems of the aircraft.

- 6) AMC 66.A.20(b)(2) is amended as follows:

AMC 66.A.20(b)(2) Privileges

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[...]

2. Nature of the experience:

[...]

For category B1, B2, B2L, and B3 and L, for every aircraft included in the authorization, the experience should be on that particular aircraft or on a similar aircraft within the same licence (sub)category. Two aircraft can be considered to be as similar when they have similar technology, construction and comparable systems, which means equally equipped with the following (as applicable to the licence category):

- Propulsion systems (piston, turboprop, turbofan, turboshaft, jet-engine or push propellers); and

[...]

A maximum of 20% of the experience duration required may be replaced by the following relevant activities on an aircraft type of similar technology, construction and with comparable systems:

[...]

- In the particular case of Part-145 organisations, the type of maintenance i.e. base, line;

[...]

7) The following GM 66.A.25(b) is added:

GM 66.A.25(b) Basic knowledge requirements

'Or as agreed by the competent authority' refers to the examination that is conducted by an organisation under a formal agreement (and oversight) of the competent authority.

8) AMC 66.A.30(a) is amended as follows:

AMC 66.A.30(a) Basic experience requirements

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[...]

4. Maintenance experience on operating aircraft:

- Means the experience of being involved in maintenance tasks on aircraft which are being operated by airlines, air taxi organisations, aero clubs, owners, etc., as relevant to the licence category/subcategory;
- Should cover a wide range of tasks in terms of length, complexity and variety;
- Aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;
- May be gained within different types of maintenance organisations ([Part-145](#), [M.A. Subpart E](#), FAR-145, etc.) or under the supervision of independent certifying staff;
- May be combined with [Part-147](#) approved training (or other training approved by the competent authority) so that periods of training can be intermixed with periods of experience, similar to an apprenticeship;
- may be full-time or part-time, either as professional or on a voluntary basis;

- in the case of the L licence, it is acceptable that the 1 or 2 years of experience required by 66.A.30(a)4 covers maintenance performed only during the weekends (or equivalent periods) as long as the applicant has achieved a sufficient level of competency related to the applicable licence subcategory as attested by the corresponding statement(s) issued by the maintenance organisation(s) or independent certifying staff that supervised the applicant.
5. In the case of an applicant for a licence including several categories/subcategories, it is acceptable to combine the periods of experience as long as there is a sufficient experience for each category/subcategory during the required period. Examples:
- Application for a B1.1 (turbine aeroplanes) + B1.3 (turbine helicopters): The Regulation requires 5 years of experience for B1.1 and 5 years of experience for B1.3 for an applicant with no relevant previous technical training:
 - It is not acceptable to combine the experience in a single 5-year period where the applicant has been working for 3 years on turbine aeroplanes and 2 years on turbine helicopters.
 - However, it is acceptable to combine the experience in a single 5-year period if the applicant has been working for 5 years on turbine aeroplanes and turbine helicopters (for example, aeroplanes in the morning, helicopters in the afternoon, or a few days every week on aeroplanes and a few days every week on helicopters).
 - Application for a B1.1 (turbine aeroplanes) + B2 (avionics): The Regulation requires 5 years of experience for B1.1 and 5 years of experience for B2 for an applicant with no relevant previous technical training.
 - It is not acceptable to combine the experience in a single 5-year period where the applicant has been working for 3 years on turbine aeroplanes (with no avionics work) and 2 years on avionics systems.
 - However, it is acceptable to combine the experience in a single 5-year period if the applicant has been working for 5 years on structures, powerplant, mechanical and electrical systems and avionics (for B1.1 tasks in the morning, B2 tasks in the afternoon, or a few days every week for B1.1 tasks and a few days every week for B2 tasks).
 - Application for a B1.1, B1.2, B1.3, B1.4 and B2: The Regulation requires 5 years of experience for B1.1, B1.3 and B2 and 3 years of experience for B1.2 and B1.4 for an applicant with no relevant previous technical training.
 - In this case, it is very unlikely that the experience for each category/subcategory would be sufficient.
- 9) The following AMC 66.A.30(c) is added:

AMC 66.A.30(c) Basic experience requirements

In the case of the category B2L licence, the sentence 'a representative cross section of maintenance tasks on aircraft' refers to the person that has carried out some maintenance tasks that are representative of the systems corresponding to the system ratings for which he/she applies (see 66.A.3). These tasks may include troubleshooting, modifications or repairs.

10) AMC 66.A.30(e) is amended as follows:

AMC 66.A.30(e) Basic experience requirements

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[...]

1. For category A, the additional experience of civil aircraft maintenance should be a minimum of 6 months. For category B1, B2, B2L or B3, the additional experience of civil aircraft maintenance should be a minimum of 12 months.

[...]

11) AMC 66.A.45(d), (e)3, (f)1 and (g)1 is amended as follows:

AMC 66.A.45(d);-(e)3;-(f)1;-and-(g)1;(h) Endorsement with aircraft ratings

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1. The 'practical experience' should cover a representative cross section including at least:
 - for categories B1, B2, B2L and B3: 50 % of the tasks contained in Appendix II to the AMC relevant to the licence category and to the applicable aircraft type ratings or aircraft (sub)group ratings being endorsed;
 - for category L:
 - in the subcategories L1, L1C, L2 or L2C: 50 % as in the paragraph related to B1, B2, B2L or B3;
 - in the subcategories L3H and L3G for 'Balloons' or L4H , L4G and L5 for 'Airships', 80 % of the tasks should be demonstrated, and should include the tasks identified with an asterisk (*) in the Appendix;

[...]

12) GM 66.A.45 is amended as follows:

GM 66.A.45 Endorsement with aircraft ratings

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[...]

Aircraft rating requirements			
Aircraft Groups	B1/B3/L licence	B2/B2L licence	C licence

Aircraft rating requirements			
<u>Group 1 aircraft, except airships</u> - Complex motor-powered aircraft. - Multiple engine helicopters. - Aeroplanes certified above FL290. - Aircraft equipped with fly-by-wire. - Other aircraft when defined by the Agency.	(For B1) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	(For B2) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	Individual TYPE RATING Type training: - Theory + examination
<u>Group 1 airships</u>	(For L5 licence) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	(For B2) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence category)	Not applicable
<u>Group 2 aircraft:</u> Subgroups: 2a: single turboprop aeroplanes (*) 2b: single turbine engine helicopters (*) 2c: single piston engine helicopters (*) (*) Except those classified in Group 1.	(For B1.1, B1.3, B1.4) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 3 aircraft representative of that subgroup Manufacturer SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	(For B2) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) (For B2 and B2L) Full SUBGROUP RATING based on demonstration of practical experience Manufacturer SUBGROUP RATING based on demonstration of practical experience	Individual TYPE RATING type training or type examination Full SUBGROUP RATING type training or type examination on at least 3 aircraft representative of that subgroup Manufacturer SUBGROUP RATING type training or type examination on at least 2 aircraft representative of that manufacturer subgroup

Aircraft rating requirements			
Aircraft Groups	B1/B3 licence	B2 licence	C licence
<u>Group 3 aircraft</u> Piston engine aeroplanes (except those classified in Group 1)	(For B1.2) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full GROUP 3 RATING based on demonstration of practical experience Limitations: - Pressurized aeroplanes - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & fabric Aeroplanes	(For B2) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) (For B2 and B2L) Full GROUP 3 RATING based on demonstration of appropriate experience	Individual TYPE RATING type training or type examination Full GROUP 3 RATING based on demonstration of practical experience
<u>Piston engine non-pressurized aeroplanes of 2 000 kg MTOM and below</u>	(For B3) FULL RATING 'Piston engine non-pressurized aeroplanes of 2 000 kg MTOM and below' based on demonstration of practical experience Limitations: - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & fabric aeroplanes	This rating cannot be endorsed on a B2/B2L licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above) Not applicable	This rating cannot be endorsed on a C licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above) Not applicable
<u>Group 4 aircraft:</u> Sailplanes, powered sailplanes, balloons and airships other than those in Group 1	(For all L subcategories, except L5) - For L1C: 'composite sailplanes' rating, - For L1: 'sailplanes' rating, - For L2C: 'composite powered sailplanes and composite ELA1 aeroplanes' rating, - For L2: 'powered sailplanes and ELA1 aeroplanes' rating, - For L3H: 'hot-air balloons' rating, - For L3G: 'gas balloons' rating, - For L4H: 'hot-air airships' rating, - For L4G: 'ELA2 gas	(For B2 and B2L) Full GROUP 4 RATING based on demonstration of practical experience	Not applicable

Aircraft rating requirements			
	airships' rating, all based on demonstration of practical experience		
	Limitations: see 66.A.45(h)		

- 13) The following GM 66.A.45(h)2 is added:

GM 66.A.45(h)2 Endorsement with aircraft ratings

For subcategories L1 and L2, it is possible to endorse the corresponding ratings with limitations depending on the type of structures covered by the experience gained.

For subcategory L3G, it is possible to endorse the rating 'gas balloons' with a limitation to 'other than ELA1 gas balloons' if the experience gained only covers ELA1 gas balloons.

However, no limitations are possible for the subcategories L1C, L2C, L3H, L4H and L4G. The ratings on these licences can only be obtained after demonstration of the appropriate experience representative of the full scope of the licence subcategory.

- 14) AMC 66.A.50(b) is amended as follows:

AMC 66.A.50(b) Limitations

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1. The appropriate experience required to remove the limitations referred to in [66.A.45\(f\)](#), [and \(g\)](#) and [\(h\)](#) should consist of the performance of a variety of tasks appropriate to the limitations under the supervision of authorised certifying staff. This should include the tasks required by a scheduled annual inspection. Alternatively, this experience may also be gained, if agreed by the competent authority, by theoretical and practical training provided by the manufacturer, as long as an assessment is further carried out and recorded by this manufacturer.
2. It ~~may be~~ **is** acceptable to have this experience ~~in~~ **on** just one aircraft type, provided this type is representative of the (sub)group in relation to the limitation being removed.
3. It is acceptable that this experience is gained in aircraft not covered by the Basic Regulation, provided that this experience is relevant and representative of the corresponding (sub)group. As example would be the experience required to remove a limitation such as 'aircraft with metal tubing structure covered with fabric', which may be gained in ultralight aircraft (Annex II aircraft).
34. The application for the limitation removal should be supported by a record of experience signed by the authorised certifying staff or by an assessment signed by the manufacturer after completion of the applicable theoretical and practical training.

15) GM 66.A.70 is amended as follows:

GM 66.A.70 Conversion provisions

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[...]

2. The conversion applies to 'certifying staff qualifications' such as, for example:

- Holding a national licence (or completed the process to obtain such a national licence);
- Having completed a qualification process defined by the competent authority, or equivalent body under the national system, to become certifying staff;
- Having completed the qualification requirements for certifying staff within a maintenance organisation, as defined in their procedures.

[...]

3. As described in point [66.A.70](#), certifying staff qualifications eligible for conversion are those valid 'prior to the date of entry into force of [Annex III \(Part-66\)](#)', which means those qualifications valid before the following dates:

- 28 September 2005 for aircraft above 5 700 kg MTOM (~~ref. (EC) No 2042/2003, Article 7, point 3(e);~~
- 28 September 2006 for aircraft of 5 700 kg MTOM and below (~~ref. (EC) No 2042/2003, Article 7, point 3(f).~~

Nevertheless, since the B3, B2L and L licences did not exist at those dates, certifying staff qualifications eligible for conversion to a B3, B2L and L licence are those valid before the competent authority had the obligation to start issuing such licences, which means the following:

- for the B3 licence, those qualifications valid before 28 September 2012;
- for the B2L licence, those qualifications valid before 5 March 2019;
- for the L licence, those qualifications valid before 1 October 2019.

~~those valid before 28 September 2012, which is the date where the authority has been obliged to start issuing such licences in accordance with (EC) No 2042/2003, Article 7, point 3(h), item (i).~~

[...]

5. A certifying staff qualification can be subject to more than one conversion process and can also be converted to more than one licence (sub)category (with any applicable limitations). This could be the case, for example, of a person who already had the certifying staff qualification converted in the past to a B1.2 licence with limitations linked to some missing elements of the [Part-66 Appendix I](#) and II standard (following [66.A.70\(c\)](#)). This person would be entitled to apply and have his/her certifying staff qualification converted to a B1.2 or a B3 or L licence on the basis of [66.A.70\(d\)](#), which would mean no need to compare with the [Part-66 Appendix I](#), and II or VII standard, introducing only those limitations required in order to maintain the existing privileges.

16) GM 66.A.70(d) is amended as follows:

GM 66.A.70(d) Conversion provisions

ED Decision 2016/011/R

For aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 other than complex motor-powered aircraft, an example of limitations could be where a person holds a pre-Part-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but excluded privileges on aircraft equipped with turbine engine, aircraft above 2 000 kg MTOM, pressurised aircraft and aircraft equipped with retractable landing gear. This person would be issued with a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):

- aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008 (this limitation always exists);
- aircraft above 2 000 kg MTOM;
- pressurised aircraft;
- aircraft equipped with retractable landing gear.

Another example of limitations could be where a pilot-owner holds a pre-Part-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but limited to their own aircraft and limited to a particular aircraft type (for example, a Cessna 172). This pilot-owner would receive a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):

- aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 (this limitation always exists);
- aircraft other than a Cessna 172;
- aircraft not owned by the licence holder.

One more example would be the case where a person holds a pre-Part-66 qualification that covers privileges to release work on composite and metal sailplanes and powered sailplanes, covering aircraft structures, powerplant, mechanical and electrical systems. This person would be issued a Part-66 aircraft maintenance licence in the L2 subcategory, with the following limitations (exclusions):

- aircraft involved in commercial air transport (this limitation always exists);
- ELA1 aeroplanes;
- wooden-structure aircraft covered with fabric;
- aeroplanes with metal-tubing structure covered with fabric.

And one more example would be the case where a person holds a pre-Part-66 qualification that covers privileges to release work on composite sailplanes up to the annual inspection but not including complex maintenance tasks, repairs and changes. This person would be issued a Part-66 aircraft maintenance licence in the L1C subcategory, with the following limitations:

- aircraft involved in commercial air transport (this limitation always exists).
- complex maintenance tasks described in Appendix VII to Annex I (Part-M), standard changes described in Part 21 point 21.A.90B, and standard repairs described in Part 21 point 21.A.431B.

The essential aspect is that the limitations are established in order to maintain the privileges of the pre-Part-66 qualification without comparing the previous qualification with the standard of Part-66 Appendix I and II.

For removal of limitations, refer to 66.A.50(c).

17) The following GM 66.B.100 is added:

GM 66.B.100 Procedure for the issue of an aircraft maintenance licence by the competent authority

At the issue or renewal of a B2L licence:

- one or several system ratings; and
- one or several group/subgroup ratings,

should be endorsed on the licence (EASA Form 26).

A licences should be issued with a subcategory without type ratings.

B1, B2 and C licences may be issued without an aircraft type or group rating.

B2L licences may be issued without an aircraft type or group rating. The B2L licence should always be issued with at least one system rating. This is based on the demonstrated initial experience that at least should be sufficient to endorse one system rating.

B3 licences should be issued with the rating 'piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below' endorsed as the experience requirement for the rating is at least covered by the 1, 2 or 3 years of experience for that category.

L licences should be issued with at least one subcategory and the relevant aircraft rating.

18) AMC 66.B.110 is amended as follows:

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

ED Decision 2015/029/R

In the case of computer-generated licences, the licence should be reissued.

When the conditions set in the rule for extending a B2L licence to include the B2 category are met, the B2L licence should be replaced by a B2 licence.

The B2L licence replaced by a B2 licence should be retained by the competent authority.

19) AMC 66.B.130 is amended as follows:

AMC 66.B.130 Procedure for the direct approval of aircraft type training

ED Decision 2015/029/R

In the case of type training for aircraft other than airships:

1. The procedure for the direct approval of type training courses by the competent authority should require that the following aspects are described by the organisation providing the training:

[...]

20) Appendix II to AMC to Part-66 is amended as follows:

Appendix II — Aircraft Type Practical Experience and On-the-Job Training — List of Tasks

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Tasks are divided in categories of aircraft:

- A) aeroplanes
- B) sailplanes and powered sailplanes
- C) balloons and airships

A. SPECIFIC TASKS FOR AEROPLANES

[...]

Communications

- Replace VHF ~~COM~~ unit.
- Replace HF ~~COM~~ unit.
- Replace existing antenna.
- Replace static discharge wicks.
- Check operation of radios.
- Perform antenna VSWR check.
- Perform SELCAL ~~selcal~~ operational check.
- Perform operational check of passenger address system.
- Functionally check audio integrating system.
- Repair ~~coaxial~~ ~~co-axial~~ cable.
- Troubleshoot faulty system.
- Check SATCOM.

[...]

Navigation

Calibrate magnetic direction indicator.
Replace airspeed indicator.
Replace altimeter.
Replace air data computer.
Replace VOR unit.
Replace ADI.
Replace HSI.
Check pitot static system for leaks.
Check operation of directional gyro.
Functional check weather radar.
Functional check doppler.
Functional check TCAS.
Functional check DME.
Functional check ATC Transponder
Functional check flight director system.
Functional check inertial nav system.
Complete quadrantal error correction of ADF system.
Update flight management system database.
Check calibration of pitot static instruments.
Check calibration of pressure altitude reporting system.
Troubleshoot faulty system.
Check marker systems.
Compass replacement direct/indirect.
Check Satcom.
Check GPS.
Test AVM.

Instruments

Troubleshoot faulty system.
Calibrate magnetic direction indicator.
Replace airspeed indicator.
Replace altimeter.
Replace air-data computer.
Replace ADI.
Replace HSI.

- Check pitot static system for leaks.
- Check operation of directional gyro.
- Check calibration of pitot static instruments.
- Compass replacement direct/indirect.
- Functional check flight director system.

Surveillance

- Troubleshoot faulty system.
- Functional check weather radar.
- Functional check doppler.
- Functional check TCAS.
- Functional check ATC transponder.
- Check calibration of pressure altitude reporting system.

Navigation

- Functional check inertial navigation system.
- Complete quadrantal error correction of ADF system.
- Check GPS.
- Test AVM.
- Check marker systems.
- Functional check DME.
- [...]

B. SPECIFIC TASKS FOR SAILPLANES AND POWERED SAILPLANES

Structures	Wooden/metal tube and fabric/composite/metallic
General activities	
Placards check or replace	X
Weighing, weight & balance sheet	X
Documentation of annual inspection, repair	X
Review records for compliance with airworthiness directives	X
Five annual inspections	X
Inspection after an occurrence	X
Dismantling/reinstallation of wings and empennages	X
Leveling and weighing	
Level the sailplane	X
Weighing, weight & balance sheet	X
Prepare a weight and balance amendment	X

Structures	Wooden/metal tube and fabric/composite/metallic
Check the list of equipment	X
Flight controls and flight control systems	
Aileron, flaps: Removal — Balancing — Reinstallation	X
Elevator: Removal — Balancing — Reinstallation	X
Rudder: Removal — Balancing — Reinstallation	X
Rudder cable: Fabrication and installation	X
Elevator pushrod: Installation	X
Safeguarding of pins, screws, castellated nuts	X
Sealing of gaps	X
Electrical systems	
Electrical components, wiring: Removal — Installation	X
Batteries — Servicing	X
Avionics systems	
COM: Removal — Installation	X
NAV: Removal — Installation	X
XPDR: Removal — Installation	X
Antenna/antenna cable: Removal — Installation	X
Cabin equipment/systems	
Belts/safety harnesses: Removal — Installation	X
Oxygen system removal installation — Test	X
Canopy replacement or repair	X
Pitot/static system: Removal — Installation — Test	X
Flight instruments: Removal — Installation	X
Installation of approved equipment	X
Compass: Installation — Compensation	X
Tow release: Removal — Installation	X
Water ballast system: Removal — Installation — Test	X
Undercarriage: Removal — Installation	X
Brake system: Replacement of components	X
Fuel — Engine — Propeller — Engine — Instruments	X
Refer to the tasks related to propeller, piston engine, fuel and control, ignition, engine indications and exhaust, which are contained in Table A 'Specific tasks for aeroplanes'	

Structures	Wooden/metal tube and fabric/composite/metallic
Verification and adjustment of folding system of powered sailplanes	X
Wooden structures/Metal tubes and fabric	
Inspection/testing for damages	X
Rib structure repair	X
Plywood skin repair	X
Recover or repair structure with fabric	X
Protective coating and finishing	X
Install patch on fabric material	X
Repair of fairings	X
Composite structures	
Laminate repair	X
Sandwich structure repair	X
Partial gel coat repair	X
Complete gel coating	X
Repair of fairings	X
Metal structures	
Crack testing	X
Repair of covering	X
Drilling cracks	X
Riveting jobs	X
Bonding of structures	X
Anti-corrosion treatment	X
Repair of fairings	X

C. SPECIFIC TASKS FOR BALLOONS AND AIRSHIPS

Tasks	Balloon			Airship	
	Hot air	Gas	Tethered gas	Hot air	Gas
General activities:					
Functionality test of aircraft (*)	X	X	X	X	X
Placards check or replace	X	X	X	X	X
Documentation annual inspection, repair, ADs, equipment (*)	X	X	X	X	X
Classification repair (*)	X	X	X	X	X

Tasks	Balloon			Airship	
	Hot air	Gas	Tethered gas	Hot air	Gas
Weighing:					
Weighing and weighing report (*)	X	X	X	X	X
Servicing:					
Lubrication of controls when applicable			X	X	X
Cleaning envelope, basket, burner	X	X	X	X	X
Inspections:					
Eight annual inspections (covering at least 3 different types) (*)	X				
Five annual inspections (covering at least 2 different types) (*)		X			
Three annual inspections (covering at least 2 different types) (*)			X	X	
Two annual inspections (*)					X
Strength test of envelope fabric (*)	X	X	X	X	X
Flight control systems — Removal — Inspection — Reinstallation					
Control surface cable					X
Trim system					X
Safeguarding of pins, screws, castellated nuts (*)			X	X	X
Stick and pedals					X
Hydromechanical control systems			X		X
Ballonet control systems (*)			X	X	X
Electrical control systems			X		X
Valves (gas valve, turning vent, parachute or rip panel) (*)	X	X	X	X	X
Control and shroud lines and pulleys	X	X	X	X	X
Elevator — stabilizer (incl. balancing if applicable)					X
Rudder (incl. balancing if applicable)					X
Drag rope		X			
Electrical system:					
Removal — installation of electrical wires			X	X	X
Removal — installation of electrical components			X	X	X

Tasks	Balloon			Airship	
	Hot air	Gas	Tethered gas	Hot air	Gas
Servicing of batteries	X	X	X	X	X
Communication system – Transponder:					
Removal – installation of COM	X	X	X	X	X
Removal – installation of NAV					X
Removal – installation of XPDR	X	X	X	X	X
Installation of antenna	X	X	X	X	X
Replacement of antenna cable	X	X	X	X	X
Cabin – Equipments:					
Pitot / static systems – tubes removal - installation - replacement					X
Flight instruments removal - installation - replacement	X	X	X	X	X
Installation of an approved system	X	X	X	X	X
Magnetic compass installation - compensation					X
Fire extinguisher	X			X	X
Ballast - Replacement of:					
Water ballast (when applicable)					X
Sand/shot ballast (when applicable)		X	X		X
Valves - inspection and rigging of valves					X
Envelope:					
Inspection and repair of envelope panels/gores/seams	X	X	X	X	X
Inspection and repair of load tapes and attachment points	X	X	X	X	X
Inspection and repair of deflation system	X	X		X	
Inspection and repair of net		X	X		
Inspection and repair of mooring system			X		
Electrostatic conductivity test (if type is approved for hydrogen) (*)		X			X
Ballonet inspection and repair			X		X
Inspection and fabrication of a suspension cable or rope	X	X	X	X	X
Inspection and fabrication of a catena				X	X
Load ring/frame:					

Tasks	Balloon			Airship	
	Hot air	Gas	Tethered gas	Hot air	Gas
Crack detection (welded and machined parts) (*)	X	X	X	X	
Heater system:					
Removal, inspection and re-installation	X			X	
Inspection and cleaning of vaporizer and filter (*)	X			X	
Inspection and replacement of hoses (*)	X			X	
Inspection and replacement of pilot flame ignition unit (*)	X			X	
Sealing of fittings (*)	X			X	
Pressure and leak test (*)	X			X	
Disassembly an assembly of fuel cell (*)	X			X	
10-year inspection of fuel cell	X			X	
Basket/gondola:					
Removal, inspection and re-installation (as applicable)	X	X	X	X	X
Inspection and fabrication of a suspension cable or rope (*)	X	X			
Removal – installation of padding	X	X			
Removal – installation of belts - safety harness				X	X
Removal – installation of essential elements of the cabin	X	X	X	X	X
Inspection and fabrication of a basket wire	X	X	X		
Inspection of operational equipment and its fixation points	X	X	X	X	X
Crack detection and repair (welded parts and frames)	X	X	X	X	X
Landing gear:					
Removal, inspection and re-installation of wheels			X	X	X
Removal, inspection and re-installation of brakes					X
Removal, inspection and re-installation of shock absorber					X
Fuel – Engine – Propeller – Engine instruments systems:					

Tasks	Balloon			Airship	
	Hot air	Gas	Tethered gas	Hot air	Gas
Refer to tasks in blocks for aeroplanes				X	X
Wood structure:					
Structure repair	X	X	X		
Protective coating					
Composite structure:					
Laminate repair			X		X
Sandwich structure repair			X		X
Metal structures:					
Crack detection (welded and machined parts)	X	X	X	X	X
Riveting jobs				X	X
Bonding of structures		X	X	X	X
Anti-corrosion treatment			X	X	X
Repair of fairings			X		X
Engine:					
Tasks for aeroplanes of comparable certification level				X	X
Exhaust system:					
Tasks for aeroplanes of comparable certification level				X	X
Propeller:					
Tasks for aeroplanes of comparable certification level				X	X
Fuel system:					
Tasks for aeroplanes of comparable certification level				X	X
Hydraulic system:					
Tasks for aeroplanes of comparable certification level				X	X
Pneumatic system:					
Tasks for aeroplanes of comparable certification level				X	X
Winch system:					
Witness winch inspection			X		