Annex IV to ED Decision 2026/002/R

AMC and GM to Part-66 — Issue 2, Amendment 9

The amendments are presented as follows:

— deleted text is ~~struck through~~;

— new text is highlighted;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' *is used interchangeably with* 'EASA'. *The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the* 'European Union Aviation Safety Agency (EASA)'.

GM1 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 Groups	A, B1 and C	B2	B2L	B3	L				
					L1C and L1	L2C and L2	L3H and L3G	L4H and L4G	L5
1 ~~— Complex motor-powered aircraft~~ ~~— Multi-engine helicopters~~ ~~— other than piston-engine aeroplanes above FL290~~ ~~— Aircraft with fly-by-wire systems~~ ~~— Any other aircraft when defined by the Agency~~ Group 1 aircraft, except airships	X	X							
1 ~~— Gas airships other than ELA2~~ Group 1 airships	(*)	X							X
2 The following aircraft that are not in Group 1: 2a: Single-turboprop-engine aeroplanes 2b: Single-turbine-engine helicopters 2c: Single-piston-engine helicopters 2E: aeroplanes with electric power plant	X X X (*), X	X X X X	X X X X						
3 — Piston-engine aeroplanes (other than Group 1 aeroplanes)	X	X	X						
3 — Non-pressurised ELA2 piston-engine aeroplanes (other than Group 1 aeroplanes)	X	X	X	X					
3 — ELA1 piston-engine aeroplanes (other than Group 1 aeroplanes)	X	X	X	X		X			
4 — Sailplanes — Powered sailplanes — Balloons — Airships not in Group 1	(*) (*) (*) (*)	X X X X	X X X X		X	X X	X	X	X
Aircraft referred to in point 66.A.3(b)	(Category/subcategory as identified in the aircraft OSD)								

(*) A1 and A3 may be used for any aircraft other than turbine-/piston-engine aeroplanes and turbine-/piston-engine helicopters (in accordance with point 66.A.3(a)(1)(ii) and point 66.A.20 of Part-66).

GM1 66.A.20(a) Privileges

1. The following definitions apply:

Electrical system means the aircraft electrical power supply source (other than the main power plant in aircraft with an electric power plant), plus the distribution system to the different components contained in the aircraft and relevant connectors. Lighting systems are also included in this definition. When working on cables and connectors which are part of these electrical systems, the following typical practices are included in the privileges:

— Continuity, insulation and bonding techniques and testing;

— Crimping and testing of crimped joints;

— Connector pin removal and insertion;

— Wiring protection techniques.

Electric power plant means all elements of a power plant system which are used to store, transform/convert, control and transmit electrical energy to the aircraft elements that provide thrust and/or lift to the aircraft, such as electrical batteries, fuel cell elements (including tanks, lines and other circuit elements for consumables), solar panels, electric engines, cables and connectors, mechanical attachments to the aircraft structure, related instrumentation, power output control system, etc. Hybrid power plant systems that transform fossil-fuel energy into electrical energy used for thrust and/or lift are not considered to be covered under 'electric power plant'.

[…]

AMC1 66.A.20(b)(2) Privileges

[…]

2. Nature of the experience:

[…]

For category B1, B2, B2L, B3 and L, for every aircraft included in the authorisation the experience should be with~~on~~ that particular aircraft or with~~on~~ a similar aircraft within the same licence (sub)category. Two aircraft can be considered to be 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~~jet engine~~ or push propellers, electric power plant, etc.); and

[…]

— Subcategory used (A1, A2, A3, A4, B1.1, B1.2, B1.3, B1.4, B1.E, B2, B2L, B3, C or L1, L1C, L2, L2C, L3G, L3H, L4G, L4H, L5);

— Duration in days or partial days~~partial days~~.

GM1 66.A.45 Endorsement with aircraft ratings

The following table shows a summary of the aircraft rating requirements contained in points 66.A.45~~,~~ and 66.A.50, and in Appendix III to Part-66.

The table contains the following:

— The different aircraft groups.

— For each licence (sub)category, which ratings are possible (at the applicant's choice~~ of the applicant~~):

— Individual type ratings.

— Full and/or ~~M~~manufacturer (sub)group ratings.

— For each rating option, which are the qualification options.

— For the B1.2 licence (Group 3 aircraft), the B3 licence (piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below) and the L licences, which are the possible limitations and ratings to be included in the licence if not sufficient experience can be demonstrated in those areas.

Note: OJT means 'On-the-Job Training' (Section 6 of Appendix III to Part-66~~Appendix III to Part-66, Section 6~~) and is only required for the first aircraft rating in the applicable licence (sub)category. There are peculiarities that apply for the endorsement of aircraft referred to in point 66.A.3(b) and they are explained after the following table.

Aircraft rating requirements			
Aircraft	**B1/B3/L licence**	**B2/B2L licence**	**C licence**
Group 1 aircraft, except airships ~~- 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
Group 1 airships	[…]	[…]	[…]
Group 2 aircraft Subgroups: 2a: single-turboprop aeroplanes (*)	(For B1.1, B1.E, B1.3, B1.4) **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full SUBGROUP RATING**	(For B2) **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) (For B2 and B2L)	**Individual TYPE RATING** type training **or** type examination **Full SUBGROUP RATING**

Aircraft rating requirements			
Aircraft	**B1/B3/L licence**	**B2/B2L licence**	**C licence**
2b: single-turbine-engine helicopters (*) 2c: single-piston-engine helicopters (*) 2E: aeroplanes with electric power plant (*) (*) Except those classified in Group 1.	(type training + OJT) **or** (type examination + practical experience) on at least ~~3~~ three aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least ~~2~~ two aircraft representative of that manufacturer subgroup	**Full SUBGROUP RATING** based on demonstration of practical experience **Manufacturer SUBGROUP RATING** based on demonstration of practical experience	type training **or** type examination on at least three ~~3~~ aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** type training **or** type examination on at least ~~2~~ two aircraft representative of that manufacturer subgroup
[…]	[…]	[…]	[…]

The endorsement of a licence with an aircraft type referred to in point 66.A.3(b) within a B1.x or B2 (sub)category does not require OJT, provided that the licence has already been endorsed with an aircraft type not referred to in point 66.A.3(b) within the same (sub)category.

If the licence has not yet been endorsed with such aircraft type for that (sub)category, then the OJT performed for an aircraft referred to in point 66.A.3(b), which is endorsed within that (sub)category, may or may not be counted as the 'first aircraft type' for the purpose described in the first paragraph of point (c) of point 66.A.45. This will be specified in the operational suitability data for the aircraft. For instance, a given small and simple aircraft referred to in point 66.A.3(b) may be suitable for endorsement within both the B1.1 and B1.2 subcategories, but the related OJT may only be considered suitable for allowing further type endorsement without conducting additional OJT within the B1.2 subcategory.

Following the example above, after having endorsed the aircraft referred to in point 66.A.3(b) as the first aircraft type within the subcategory B1.1, the additional OJT required in the third paragraph of point (c) of point 66.A.45 should cover only the OJT tasks that were not covered before, as acceptable to the authority.

AMC1 66.A.45(da) Endorsement with aircraft ratings

RESPONSIBLE PERSON OF THE AIRCRAFT MANUFACTURER REFERRED TO IN POINT 66.A.45(da)

In the case of a manufacturing organisation that holds a production organisation approval in accordance with Part 21, the organisation should issue a declaration of accomplishment and a training report containing relevant information as regards the syllabus and the level of knowledge obtained by the candidate, mentioning the personnel involved in the training and examination, and declaring that the aircraft type training delivered by the organisation to the candidate has been conducted fulfilling

the conditions of point 66.A.45(da). The responsible person that signs off the declaration of accomplishment and the training report should be a nominated person referred to in point 21.A.145(c)(2) and be sufficiently knowledgeable of Appendix III of Part-66 and of point 66.A.45 (da). The training report may be drafted by another person (e.g. trainer, assessor, examiner) involved in such process. Personnel that deliver the training or assess or examine the competence of the candidate should have relevant knowledge and experience, and have direct access to the responsible person and their names quoted in the report. The manufacturer should be able to demonstrate compliance with this AMC to the satisfaction of the licensing authority.

For cases where the manufacturing organisation does not hold a production organisation approval in accordance with Part 21, similar arrangements may be accepted by the licensing authority that will endorse the aircraft type on the licence before the training is delivered.

AMC1 66.B.115 Procedure for the change of an aircraft maintenance licence to include an aircraft rating or to remove limitations

(a) Where the type training has neither~~not~~ been conducted by a Part-147 organisation nor delivered as permitted in point 66.A.45(da), there should be supporting documents confirming to the competent authority that:

[…]

AMC1 Appendix I — Basic Knowledge Requirements (except for category L licence) Section 2

MODULARISATION

[…]

MODULE 7 — MAINTENANCE PRACTICES

MODULE 7 — MAINTENANCE PRACTICES	LEVEL		
	A1 A2 A3 A4	B1 B3	B2 B2L
[…]	[…]	[…]	[…]
7.4 ~~(Reserved)~~Potential safety hazards when working with electrical systems and protective equipment Electric shock hazards and effects of current on the human body Arc flash, arc blast, and stored energy hazards (capacitors, batteries, power electronics) Battery-related hazards: chemical, thermal runaway, fire and explosion risks Electrostatic discharge (ESD) and electromagnetic hazards	3	3	3

Environmental and situational risks (wet conditions, confined spaces, poor accessibility) Protective measures: personal protective equipment (PPE), insulated tools, system isolation and verification of absence of voltage			
[…]	[…]	[…]	[…]

[…]

MODULE 11 — AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

MODULE 11 — AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL				
	A1	A2	B1.1	B1.2/ B1.E	B3
[…]	[…]	[…]	[…]	[…]	[…]
11.8 Fire protection ***(ATA 26)***	[…]	[…]	[…]	[…]	[…]
(a) Fire and smoke detection system, and fire-extinguishing systems: — Fire and smoke detection and warning systems; — Fire-extinguishing systems; — System tests.	1	1	~~1~~3	~~1~~3	—
(b) Portable fire extinguisher.	1	1	1	1	1
[…]	[…]	[…]	[…]	[…]	[…]
11.10 Fuel systems ***(ATA 28, ATA 47)*** (a) Systems: — System layout; — Fuel tanks; — Supply systems.	1	1	3	3/—	1
(b) Fuel handling: — Cross-feed and transfer; — Refuelling and defuelling.	1	1	3	3/—	1
(c) Indication and warnings.	1	1	3	3/—	1
(d) Special systems: — Dumping, venting, and draining; — Inert gas systems.	1	—	3	—	—
(e) Balancing: Longitudinal balance fuel systems.	1	—	3	—	—
[…]	[…]	[…]	[…]	[…]	[…]

[…]

MODULE 17 — PROPELLER

MODULE 17 — PROPELLER	LEVEL	
	A1 A2	B1.1 B1.2 B1.E B3
[…]	[…]	[…]

MODULE 18 — ELECTRIC POWER PLANT

MODULE 18 — ELECTRIC POWER PLANT	LEVEL
	B1.E
18.1 Fundamentals: — Basic principles of electric propulsion — Power, torque, speed, and efficiency relationships — Electromagnetic principles relevant to electric machines — Thermal management principles	3
18.2 Engine performance: — Power and torque characteristics of electric engines — Efficiency maps and operating envelopes — Effects of temperature, voltage, and current on performance — Regenerative operation principles (where applicable) — Performance limitations and protection functions	3
18.3 Engine construction: — Types of electric engines (permanent magnet synchronous (PMSM), induction, switched reluctance, etc.) — Stator and rotor construction — Bearings, shafts, and cooling arrangements — Insulation materials/systems and protection classes — Inverters and engine controllers (construction, inverter topologies and function) — Integration of engine, controller, and gearbox	3
18.4 Electric energy system: 18.4.1 Batteries and accessories: — Battery types used in aviation (Li-ion, LiPo, solid state — overview) — Cell, module, and pack architecture — Battery management systems (BMSs): functions (SOC, SOH, etc.) and protections — Charging systems and charging modes — Thermal management and cooling systems — Battery protection devices (contactors, fuses, isolation monitoring, thermal monitoring) — Battery hazards: thermal runaway, overcharge, deep discharge 18.4.2 Fuel cells and accessories: — Principles of fuel cell operation — Types of fuel cells applicable to aviation — Balance of plant components	3 3

— Hydrogen storage concepts (overview) — Integration with electric power plant systems 18.4.3 Power distribution systems: — High-voltage and low-voltage architectures — DC and AC distribution concepts — Power cables, connectors, and shielding — Contactors, relays, circuit protection, and isolation — Grounding and bonding requirements — Redundancy and fault-tolerant design principles 18.4.4 Electronic engine control: — Control laws and operating modes — Sensor inputs (temperature, speed, current, voltage) — Fault detection and protection logic — Software and configuration control (overview)	3 3
18.5 Engine indication systems: — Power, torque, and speed indications — Voltage, current, and battery state-of-charge indications — Temperature monitoring (engine, inverter, batteries) — Warning, caution, and advisory systems — Failure indications and pilot alerts	3
18.6 Power plant installation: — Installation requirements for electric engines — Mounting, alignment, and vibration considerations — Cooling system installation — Electrical harness routing and protection — EMC/EMI considerations — Grounding and bonding requirements	3
18.7 Engine monitoring and ground operation: — Pre-flight and post-flight checks — Power-up and shutdown procedures — Ground operation limitations — Monitoring of system parameters during operation — Abnormal operation and fault handling — Safety procedures for maintenance personnel	3
18.8 Engine storage and preservation: — Storage requirements for electric engines — Battery storage conditions and state-of-charge management — Long-term preservation procedures — Depreservation after storage — Environmental considerations (humidity, temperature, contamination)	3

AMC1 Appendix II – Basic examination standard (except for category L licence)

[…]

MODULE 7 — MAINTENANCE PRACTICES

MODULE 7 — MAINTENANCE PRACTICES	Nr of questions		
	A	B1 B3	B2 B2L
Total number for the module:	76	80	60
7.1 Safety precautions — aircraft and workshop	~~4~~3	~~4~~3	~~4~~3
[…]	[…]	[…]	[…]
7.4 ~~(Reserved)~~ Potential safety hazards when working with electrical systems and protective equipment	~~—~~3	~~—~~3	~~—~~3
[…]	[…]	[…]	[…]
7.7 Electrical wiring interconnection system (EWIS)	~~4~~3	~~4~~3	~~8~~7
[…]	[…]	[…]	[…]
7.17 Aircraft handling and storage	~~7~~6	~~5~~4	~~6~~5
[…]	[…]	[…]	[…]

[…]

MODULE 11 — AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

MODULE 11 — AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	Nr of questions				
	A1	A2	B1.1	B1.2/ B1.E	B3

[…]

MODULE 17 — PROPELLER

MODULE 17 — PROPELLER	Nr of questions	
	A1 A2	B1.1 B1.2 B1.E B3

[…]

MODULE 18 — ELECTRIC POWER PLANT

MODULE 18 — ELECTRIC POWER PLANT	Nr of questions
	B1.E
Total number for the module:	76
18.1 Fundamentals	7
18.2 Engine performance	5
18.3 Engine construction	9
18.4 Electric energy system	
18.4.1 Batteries and accessories	12
18.4.2 Fuel cells and accessories	10
18.4.3 Power distribution systems	10
18.4.4 Electronic engine control	6
18.5 Engine indication systems	5
18.6 Power plant installation	4
18.7 Engine monitoring and ground operation	5
18.8 Engine storage and preservation	3

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

[…]

Engine water injection

Replace water/methanol pump.
Flow check water/methanol system.
Adjust water/methanol control unit.
Check fluid for quality.
Troubleshoot faulty system

Power plant (electric)

Remove/install engine and inverter (or unit combining both).

Inspect engine controller / inverter for visible damage or loose connections.

Inspect high-voltage wiring harnesses for wear, chafing, or damage.

Verify grounding and bonding of the power plant electrical system (insulation, capacitor (DC-link check), bounding and power lines resistor test).

Inspect cooling ducts, airflow paths, and cowling integrity.

Adjust cooling inlet/outlet shutters (if installed).

Check operation of fans or coolant pumps.

Inspect engine mounting and attachment points.

Inspect engine shaft ends and couplings for visible wear or misalignment.

Inspect bearings for abnormal noise or vibration during low-speed / manual spin.

Inspect external wiring, connectors, and sensor cables.

Verify operation of external sensors (temperature, current, voltage) as reported to cockpit / maintenance system.

Check engine start sequence and safe power-up (manual/line procedure).

Perform no-load engine rotation checks (manual spin without load) and max torque checks.

Perform load simulation checks.

Perform torque indication calibration.

Verify engine controller/inverter status and error/fault indicators.

Troubleshoot minor faults detectable in base/line maintenance (alerts, alarms, warning lights).

Battery system (electric)

Inspect battery enclosure drainage/venting system.

Inspect coolant filters / strainers.

Check flow of coolant circulation system.

Check calibration of battery indicators (SOC/SOH).

Perform controlled battery discharge/recharge (maintenance mode).

Deactivate/reactivate battery contactors (via maintenance / system controls where possible).

Troubleshoot battery system.

Fuel-cell system (hydrogen)

Inspect hydrogen system water-drain / condensate removal.

Calculate hydrogen mass/pressure manually.

Inspect hydrogen filters / moisture separators.

Check flow of hydrogen feed/recirculation system.

Check calibration of hydrogen pressure/quantity indicators.

Check operation of hydrogen feed selectors / manifold logic.

Check operation of hydrogen emergency vent/purge system.

Check hydrogen transfer between tanks (if system supports).

Perform pressure defuel / hydrogen depressurisation procedure.

Perform pressure refuel / hydrogen tank charging (manual mode).

Deactivate/reactivate hydrogen valves (feed, X-feed, refuel, vent).

Troubleshoot hydrogen / fuel-cell system.

Accessory gear boxes

[…]