

**Annex III to ED Decision 2020/002/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 5**

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

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 **blue**;
- an ellipsis '[...]' indicates that the remaining text is unchanged in front of or following the reflected amendment.

[...]

## 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 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 — 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-pressurised of 2 000 kg MTOM and below)	X	X	X	X					
3 — ELA1 piston engine 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

[...]

## GM 66.A.10(a) Application

[...]

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\(3\)\(a\)\(2a\)](#) for the system rating but also the practical experience required by [66.A.45\(e\)](#) and (f) in case the aircraft group is different.

[...]

## GM 66.A.20(a) Privileges

[...]

**Avionics system** means an aircraft system that transfers, processes, displays or stores analogue or digital data using data lines, data buses, coaxial cables, wireless or other data transmission medium, and includes the system's components and connectors. Examples of avionics systems include the following:

- Autoflight;
- Communication, Radar and Navigation;
- Instruments (see NOTE below);
- In Flight Entertainment Systems;
- Integrated Modular Avionics (IMA);
- On-Board Maintenance Systems;
- Information Systems;
- Fly by Wire Systems (related to ATA27 'Flight Controls');
- Fibre Optic Control Systems.

NOTE: Instruments are formally included within the privileges of the B2 and B2L with system rating 'instruments' licence holders. However, maintenance on electromechanical and pitot-static components may also be released by a B1, B3 or L licence holder.

[...]

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

The 6 months of maintenance experience in 2-years the preceding 2-year period should be understood as consisting of two elements, duration and nature of the experience. The minimum to meet the requirements for these elements may vary depending on the size and complexity of the aircraft and type of operation and maintenance.

### 1. Duration:

Within an approved maintenance organisation-organization:

- 6 months of continuous employment within the same organisation; or
- 6 months split up into different blocks, employed within the same or in different organisations.

The 6-months period can be replaced by 100 days of maintenance experience in accordance with the privileges, whether they have been performed within an approved organisation or as independent certifying staff according to M.A.801(b)1 M.A.801(b)2, or as a combination thereof.

When a licence holder maintains and releases aircraft in accordance with M.A.801(b)1 M.A.801(b)2, in certain circumstances this number of days may even be reduced by 50% when agreed in advance by the competent authority. These circumstances consider the cases where

the licence holder happens to be the owner of an aircraft and carries out maintenance on his/~~her~~ own aircraft, or where a licence holder maintains an aircraft operated for low **utilisation**, that does not allow the licence holder to accumulate the required experience. This reduction should not be combined with the 20% reduction permitted when carrying out technical support, or maintenance planning, continuing airworthiness management or engineering activities. To avoid a too long period without experience, the working days should be spread over the intended 6-months period.

[...]

For licences endorsed with (sub)group ratings:

- In the case of **a** B1 licence endorsed with (sub)group ratings (either manufacturer subgroup or full (sub)group) as defined in **66.A.45**, the holder should show experience on at least one aircraft type per (sub)group and per aircraft structure (metal, composite, wood).
- In the case of a B2 **or B2L** licence endorsed with (sub)group ratings (either manufacturer subgroup or full (sub)group) as defined in **66.A.45**, the holder should show experience on at least one aircraft type per (sub)group.
- In the case of a B3 licence endorsed with the rating 'piston-engine **non-pressurised non-pressurized** aeroplanes of 2000 kg MTOM and below' as defined in 66.A.45, the holder should show experience on at least one aircraft type per aircraft structure (metal, **metal-tubing with fabric**, composite, wooden).

[...]

The experience should be documented in an individual log book or in any other recording system (which may be an automated one) containing the following data:

- Date;
- Aircraft type;
- Aircraft identification i.e. registration;
- ATA chapter (optional);
- Operation performed **e.g. i.e.** 100 FH check, MLG wheel change, engine oil check and complement, SB embodiment, trouble shooting, structural repair, STC embodiment, **etc.**;
- In the particular case of Part-145 organisations, the type of maintenance i.e. base, line;
- Type of activity i.e. perform, supervise, release;
- ~~Category used A, B1, B2, B3 or C.~~ Subcategory used (A1, A2, A3, A4, B1.1, B1.2, B1.3, B1.4, B2, B2L, B3, C or L1, L1C, L2, L2C, L3G, L3H, L4G, L4H, L5);
- Duration in days or partial-days.

[...]

## GM 66.A.25(a) Basic knowledge requirements

The levels of knowledge for each licence (sub)category are directly related to the complexity of the certifications related to the corresponding licence (sub)category, which means that category A should demonstrate a limited but adequate level of knowledge, whereas category B1, B2, B2L and B3 should demonstrate a complete level of knowledge in the appropriate subject modules.

[...]

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

[...]

#### 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 F](#), [Part-CAO](#), 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\(a\)\(2b\)](#) ~~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.

[...]

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

1. For categories ~~A and L~~, the additional experience ~~of civil aircraft maintenance~~ should be a minimum of 6 months ~~in a civil aircraft maintenance environment~~. For categories ~~B1, B2, B2L or B3~~, the additional experience should be a minimum of 12 months ~~in a civil aircraft maintenance environment~~ ~~of civil aircraft maintenance should be a minimum of 12 months~~.

[...]

## GM 66.A.45 Endorsement with aircraft ratings

[...]

- For the B1.2 licence (Group 3 aircraft), ~~and for~~ the B3 licence (piston-engine **non-pressurised non-pressurized** 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.

[...]

## GM 66.A.45(b) Endorsement with aircraft ratings

[...]

When a person already holds a type rating on the licence and such type rating is amended in the [Appendix I to AMC to Part-66](#) in order to include additional models/variants, there is no need for additional type training for the purpose of amending the type rating in the licence. The rating should be amended to include the new variants, upon request by the applicant, without additional requirements. However, it is the responsibility of the licence holder and, if applicable, the maintenance organisation where he/she is employed to comply with [66.A.20\(b\)3](#), [145.A.35\(a\)](#), ~~and~~ [M.A.607\(a\)](#), ~~and~~ [CAO.A.040](#) as applicable, before he/she exercises certification privileges.

Similarly, type training courses covering certain, but not all the models/variants included in a type rating, are valid for the purpose of endorsing the full type rating.

[...]

## AMC 66.A.50(b) Limitations

[...]

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 An~~ example ~~could 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 H aircraft).

[...]

## GM 66.A.70(d) Conversion provisions

[...]

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.

[...]

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

[...]

- (c) For the acceptance of the OJT programme described in [Section 6 of Appendix III to Part-66](#), the licensing competent authority should develop adequate procedures which may be similar to the procedure described in [AMC 66.B.130](#) for the ‘direct approval of aircraft type training’.

In the case where the licensing competent authority is different from the competent authority of the maintenance organisation which provides the OJT, the licensing authority may take into consideration the fact that the maintenance organisation may already have the OJT programme accepted by their own competent authority ([directly approved or](#) through chapter 3.15 of the MOE, as described in [AMC 145.A.70\(a\)](#)).

[...]

### AMC 66.B.120 Procedure for the renewal of an aircraft maintenance licence validity

The competent authority should not carry out any investigation to ensure that the licence holder is in current maintenance practice as this is not a condition for the renewal of a licence. Ensuring the continued validity of the certification privileges is a matter for the approved [Part-145](#) / [M.A.](#) Subpart F / [Part-CAO](#) maintenance [organisation](#) ~~organization~~ or the certifying staff in accordance with [M.A.801\(b\)1](#) ~~MA.801(b)2~~.

For the purpose of ensuring the continued validity of the certification privileges, the competent authority may, when periodically reviewing the [organisations](#) ~~organizations~~ in accordance with [145.B.30](#) ~~or M.B.604 or CAO.B.055~~, or during on-the-spot checks, request the licence holder to provide documentary evidence of compliance with [66.A.20\(b\)](#) when exercising certification privileges.

[...]

### GM 66.B.200 Examination by the competent authority

[...]

- (k) Questions should be in accordance with ~~referred to Part-66 Appendix I~~ examination syllabus (Appendix I and Appendix VII).
6. Essay question generation
- (a) The purpose of the essay is to allow the competent authority to determine if candidates can express themselves in a clear and concise manner in the form of a written response, in a technical report format using the technical language of the aviation industry. The essay examination also allows to assess, in part, the technical knowledge retained by the individual and with a practical application relevant to a maintenance scenario.
- (b) Questions should be written so as to be broad enough to be answered by candidates for ~~all any~~ A or B licence category or ~~subcategories sub-categories (Cat A, B1 & B2)~~ and comply with the following general guidelines:
- the question topic selected should be generic, applicable to mechanical as well as avionic licence categories and have a common technical difficulty level as indicated in ~~Part-66 Appendix I or Appendix VII~~;
  - cover technology applicable to most areas of aircraft maintenance;
  - reflects common working ~~practices practises~~;
  - it is not type- or manufacturer-specific and avoids subjects which are rarely found in practice;
- when drafting a question, there is need to ensure consideration is given to the limited practical experience that most candidates will have.

[...]

### AMC 66.B.310(a) Conversion report for approved maintenance organisations' authorisations

[...]

2. Conversion reports prepared on the basis of point ~~66.A.70(d)~~, which are limited to other-than-complex motor-powered aircraft ~~that are~~ not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 should include the privileges associated to the organisation authorisation. The reports should identify which limitations are needed to the Part-66 licence in order to maintain these privileges.

[...]

### AMC to Section 6 of Appendix III to Part-66 'Aircraft Type Training and Examination Standard. On-the-Job Training'

#### On-the-Job Training (OJT)

1. 'A maintenance organisation appropriately approved for the maintenance of the particular aircraft type' means a ~~Part-145, or M.A. Subpart F or Part-CAO~~ approved maintenance organisation holding an A rating for such aircraft.

[...]



9. The procedures for OJT **of a Part-145 organisation** should be included into the Exposition Manual of the approved maintenance organisation (chapter 3.15, as indicated in [AMC 145.A.70\(a\)](#)).

However, since these procedures ~~in the Exposition Manual~~ are approved by the competent authority of the maintenance organisation, and providing training is not one of the privileges of a maintenance organisation, they can only be used when the licensing authority is the same as the competent authority of the maintenance organisation. In other cases, it is up to the licensing authority to decide whether it accepts such procedures for the purpose of approving the OJT (refer to [AMC 66.B.115](#)).

[...]

## Appendix I — Aircraft Type Ratings for Part-66 Aircraft Maintenance Licences

ED Decision 2017/016/R

[...]

Notes on type rating (TR) endorsement covering several models/variants:

The endorsement of a type rating (TR) on the aircraft maintenance **licence** ~~license~~ (AML), covering several models/variants, does not automatically imply that the AML holder has acquired the appropriate knowledge on each model/variant. The TR course received or the experience the AML holder has gained, may have been limited to one or several model(s)/variant(s) but not to all models/variants.

[...]

### GROUP 1 AEROPLANES

[...]

GROUP 1 AEROPLANES				
[...]				
<b>AIRCRAFT INDUSTRIES</b>	L410 UVP-E20	Turbolet	<b>Let L-410 (GE H80)</b>	
<b>AIRCRAFT INDUSTRIES</b>	L410 UVPE20 CARGO	Turbolet	<b>Let L-410 (GE H80)</b>	
[...]				

[...]

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TOMTC Holder	Model	Type of structure	Part-66 type rating endorsement	NOTE	MTOM	
					≤ 2t	> 2t
[...]						
PIPER AIRCRAFT	PA-38-112	<i>Metal</i>	<b>Piper PA-38 Series (Lycoming)</b>	<del>ELA2</del> <b>ELA1</b>	x	
[...]						

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	NOTE	MTOM	
					≤ 2t	> 2t
SONACA AIRCRAFT S.A.	S201	<i>Metal</i>	SONACA 200 (Rotax)	ELA1	X	
[...]						

[...]