

Annex to Decision 2012/004/R

Annexes I, II, IV, V, VI, VII and VIII to ED Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003, on 'Acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks', are hereby amended as follows:

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

1. deleted text is shown with a strike through: ~~deleted~~
2. new text is highlighted with grey shading: **new**
3. ... indicates that remaining text is unchanged in front of, or following the reflected amendment.

A. Decision No 2003/19/RM, Annex I (AMC to Part-M), is hereby amended as follows:

Point AMC M.A.603(a) is amended as follows:

AMC M.A.603(a) Extent of approval

The following table identifies the ATA specification 2200 Chapter for the category C component rating. If the maintenance manual (or equivalent document) does not follow the ATA Chapters, the corresponding subjects still apply to the applicable C rating.

CLASS	RATING	ATA CHAPTERS
	...	
	C5 Electrical Power & Lights	24 – 33 - 85
	...	

Point AMC M.A.707(a), paragraph 4 is replaced as follows:

AMC M.A.707(a) Airworthiness review staff

...

4. An appropriate licence in compliance with Annex III (Part-66) is any one of the following:
- a category B1 licence in the subcategory of the aircraft reviewed, or
 - a category B2 or C licence, or
 - in the case of piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below, a category B3 licence.

It is not necessary to satisfy the experience requirements of Part-66 at the time of the review.

...

B. Decision No 2003/19/RM, Annex II (AMC to Part-145), is hereby amended as follows:

A new point AMC 145.1 is added as follows:

AMC 145.1

A competent authority may be a ministry, a national aviation authority, or any aviation body designated by the Member State and located within that Member State. A Member State may designate more than one competent authority to cover different areas of responsibility, as long as the designation decision contains a list of the competencies of each authority and there is only one competent authority responsible for each given area of responsibility.

Point AMC 145.A.20 is amended as follows:

AMC 145.A.20 Terms of approval

The following table identifies the ATA specification 2200 Chapter for the category C component rating. If the maintenance manual (or equivalent document) does not follow the ATA Chapters, the corresponding subjects still apply to the applicable C rating.

CLASS	RATING	ATA CHAPTERS
	...	
	C5 Electrical Power & Lights	24 – 33 - 85
	...	

Point AMC 145.A.30(d) is amended as follows:

AMC 145.A.30(d) Personnel requirements

...

2. The maintenance man-hour plan should take into account ~~any~~ **all** maintenance activities carried out ~~on aircraft / aircraft components from outside the Member State and should also take into account all work carried out~~ outside the scope of the Part-145 approval.

The planned absence (for training, vacations, etc.) should be considered when developing the man-hour plan.

...

Point AMC 145.A.30(g) is amended as follows:

AMC 145.A.30(g) Personnel requirements

1. For the purposes of ~~category A~~ **66.A.20(a)(1) and 66.A.20(a)(3)(ii) personnel**, minor scheduled line maintenance means any minor scheduled inspection/check up to and including a weekly check specified in the ~~operators approved~~ aircraft maintenance programme. For aircraft maintenance programmes that do not specify a weekly check, the competent authority will determine the most significant check that is considered equivalent to a weekly check.
2. Typical tasks permitted after appropriate task training to be carried out by the ~~category A~~ **66.A.20(a)(1) and the 66.A.20(a)(3)(ii) personnel** for the purpose of ~~the category A~~ **these personnel** issuing an aircraft certificate of release to service as specified in 145.A.50 as

part of minor scheduled line maintenance or simple defect rectification are contained in the following list:

...

m.

n. Replacement of in-flight entertainment system simple components but excluding other than public address.

o.

p.

q. Inspection for and removal of de-icing/anti-icing fluid residues, including removal/closure of panels, cowls or covers or the use of special tools.

r. ~~Replacement of any other component as agreed by the competent authority for a particular aircraft type only where it is agreed that the task is simple.~~ Any other task agreed by the competent authority as a simple task for a particular aircraft type. This may include defect deferment when all the following conditions are met:

- There is no need for troubleshooting; and
- The task is in the MEL; and
- The maintenance action required by the MEL is agreed by the competent authority to be simple.

In the particular case of helicopters, and in addition to the items above, the following:

s. removal and installation of Helicopter Emergency Medical Service (HEMS) simple internal medical equipment.

t. removal and installation of external cargo provisions (i.e., external hook, mirrors) other than the hoist.

u. removal and installation of quick release external cameras and search lights.

v. removal and installation of emergency float bags, not including the bottles.

w. removal and installation of external doors fitted with quick release attachments.

x. removal and installation of snow pads/skid wear shoes/slump protection pads.

~~NOTE: This list will be periodically updated in the light of ongoing experience and technological changes.~~

No task which requires troubleshooting should be part of the authorised maintenance actions. Release to service after rectification of deferred defects should be permitted as long as the task is listed above.

3. The requirement of having appropriate aircraft rated certifying staff qualified as category B1, B2, B3, as appropriate, in the case of aircraft line maintenance does not imply that the organisation must have B1, B2 and B3 personnel at every line station. The MOE should have a procedure on how to deal with defects requiring B1, B2 or B3 certifying staff.

4. The competent authority may accept that in the case of aircraft line maintenance an organisation has only B1, B2 or B3 certifying staff, as appropriate, provided that the competent authority is satisfied that the scope of work, as defined in the Maintenance Organisation Exposition, does not need the availability of all B1, B2 and B3 certifying staff. Special attention should be taken to clearly limit the scope of scheduled and non-scheduled line maintenance (defect rectification) to only those tasks that can be certified by the available certifying staff category.

Point AMC 145.A.30(h)(1) is replaced and renamed as follows:

AMC 145.A.30(h) Personnel requirements

In accordance with 145.A.30(h) and 145.A.35, the qualification requirements (basic licence, aircraft ratings, recent experience and continuation training) are identical for certifying staff and for support staff. The only difference is that support staff cannot hold certification privileges when performing this role since during base maintenance the release to service will be issued by category C certifying staff.

Nevertheless, the organisation may use as support staff (for base maintenance) persons who already hold certification privileges for line maintenance.

Point AMC 145.A.30(j)(4) is amended as follows:

AMC 145.A.30(j) (4) Personnel requirements

...

2. (ii) Holders of a valid JAR FCL Flight engineers licence, or a national equivalent acceptable to the competent authority, on the aircraft type may only exercise this limited certification authorisation privilege when performing the duties of a flight engineer.

In addition to paragraph 2(i)(a) to (e) other typical minor maintenance or simple defect rectification tasks that may be carried out are included in the following list:

...

- i. Replacement of in-flight entertainment system components ~~but excluding~~ other than public address.

...

- i. ~~Any other simple task as agreed by the competent authority for a particular aircraft type only where it is agreed that the task is simple.~~ Any other task agreed by the competent authority as a simple task for a particular aircraft type.

...

Point AMC 145.A.35(a) is replaced as follows:

AMC 145.A.35(a) Certifying staff and support staff

1. Holding a Part-66 licence with the relevant type/group rating, or a national qualification in the case of components, does not mean by itself that the holder is qualified to be authorised as certifying staff and/or support staff. The organisation is responsible to assess the competence of the holder for the scope of maintenance to be authorised.
2. The sentence *"the organisation shall ensure that certifying staff and support staff have an adequate understanding of the relevant aircraft and/or components to be maintained together with the associated organisation procedures"* means that the person has received training and has been successfully assessed on:
 - the type of aircraft or component;
 - the differences on:
 - the particular model/variant;
 - the particular configuration.

The organisation should specifically ensure that the individual competencies have been established with regard to:

- relevant knowledge, skills and experience in the product type and configuration to be maintained, taking into account the differences between the generic aircraft type rating

training that the person received and the specific configuration of the aircraft to be maintained.

- appropriate attitude towards safety and observance of procedures.
- knowledge of the associated organisation and operator procedures (i.e. handling and identification of components, MEL use, Technical Log use, independent checks, etc.).

3. Some special maintenance tasks may require additional specific training and experience, including but not limited to:

- in-depth troubleshooting;
- very specific adjustment or test procedures;
- rigging;
- engine run-up, starting and operating the engines, checking engine performance characteristics, normal and emergency engine operation, associated safety precautions and procedures;
- extensive structural/system inspection and repair;
- other specialised maintenance required by the maintenance programme.

For engine run-up training, simulators and/or real aircraft should be used.

4. The satisfactory assessment of the competence should be conducted in accordance with a procedure approved by the competent authority (item 3.4 of the MOE, as described in AMC 145.A.70(a)).

5. The organisation should hold copies of all documents that attest the competence and recent experience for the period described in 145.A.35(j).

Additional information is provided in AMC 66.A.20(b)3.

In point AMC 145.A.35(b), the title is amended as follows:

AMC 145.A.35(b) Certifying staff and ~~category B1 and B2~~ support staff

...

A new point AMC 145.A.35(c) is added as follows:

AMC 145.A.35(c) Certifying staff and support staff

For the interpretation of *"6 months of actual relevant aircraft maintenance experience in any consecutive 2-year period"*, the provisions of AMC 66.A.20(b)2 are applicable.

In points AMC 145.A.35(d), (e) and (f), the title is amended as follows:

AMC 145.A.35(d) Certifying staff and ~~category B1 and B2~~ support staff

...

AMC 145.A.35(e) Certifying staff and ~~category B1 and B2~~ support staff

...

AMC 145.A.35(f) Certifying staff and ~~category B1 and B2~~ support staff

...

Point AMC 145.A.35(j) is amended as follows:

AMC 145.A.35(j) Certifying staff and ~~category B1 and B2 support staff~~

1. The following minimum information as applicable should be kept on record in respect of each certifying ~~person or category B1 or B2 support person~~ staff and support staff:

...

A new point AMC 145.A.35(n) is added as follows:

AMC 145.A.35(n) Certifying staff and support staff

1. It is the responsibility of the Part-145 organisation issuing the category A certifying staff authorisation to ensure that the task training received by this person covers all the tasks to be authorised. This is particularly important in those cases where the task training has been provided by a Part-147 organisation or by a Part-145 organisation different from the one issuing the authorisation.
2. *"Appropriately approved in accordance with Annex IV (Part-147)"* means an organisation holding an approval to provide category A task training for the corresponding aircraft type.
3. *"Appropriately approved in accordance with Annex II (Part-145)"* means an organisation holding a maintenance organisation approval for the corresponding aircraft type.

A new point AMC 145.A.35(o) is added as follows:

AMC 145.A.35(o) Certifying staff and support staff

1. The privilege for a B2 licence holder to release minor scheduled line maintenance and simple defect rectification in accordance with 66.A.20(a)(3)(ii) can only be granted by the Part-145 approved organisation where the licence holder is employed/contracted after meeting all the requirements specified in 145.A.35(o). This privilege cannot be transferred to another Part-145 approved organisation.
2. When a B2 licence holder already holds a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.
3. When the certifying staff authorisation intends to cover several aircraft types, the experience may be combined within a single 6-month period.
For the addition of new types to the certifying staff authorisation, another 6 months should be required unless the aircraft is considered similar per AMC 66.A.20(b)2 to the one already held.
4. The term "6 months of experience" may include full-time employment or part-time employment. The important aspect is that the person has been involved during a period of 6 months (not necessarily every day) in those tasks which are going to be part of the authorisation.

Point AMC 145.A.70(a) is amended as follows:

AMC 145.A.70(a) Maintenance organisation exposition

...

PART 1 MANAGEMENT

...

1.6 List of certifying staff and ~~B1 and B2~~ support staff

...

PART 3 QUALITY SYSTEM PROCEDURES

...

3.4 Certifying staff and ~~category B1 and B2~~ support staff qualification and training procedures

3.5 Certifying staff and ~~category B1 and B2~~ support staff records

...

3.15 Training procedures for on-the-job training as per Section 6 of Appendix III to Part-66 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same).

3.16 Procedure for the issue of a recommendation to the competent authority for the issue of a Part-66 licence in accordance with 66.B.105 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same).

...

Appendix II to AMC 145.B.20(5): EASA Form 6, in its "Part 2: Part-145 Compliance Audit Review", is amended as follows:

...

145.A.35 Certifying Staff and ~~Category B1, and B2~~ support staff

...

Appendix II to AMC 145.B.20(5): EASA Form 6, in its "Part 3: Compliance with 145.A.70 Maintenance Organisation Exposition", is amended as follows:

...

3.15 Training procedures for on-the-job training as per Section 6 of Appendix III to Part-66 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same).

3.16 Procedure for the issue of a recommendation to the competent authority for the issue of a Part-66 licence in accordance with 66.B.105 (limited to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same).

...

- C. **Decision No 2003/19/RM, Annexes IV (AMC to Part-66) and V (GM to Part-66), are hereby replaced by the following new Annex IV (AMC/GM to Part-66):**

Annex IV

Acceptable Means of Compliance/Guidance Material to Part-66

AMC 66.1(a)

A competent authority may be a ministry, a national aviation authority, or any aviation body designated by the Member State and located within that Member State. A Member State may designate more than one competent authority to cover different areas of responsibility, as long as the designation decision contains a list of the competencies of each authority and there is only one competent authority responsible for each given area of responsibility.

The purpose of 66.1(a)2 is to allow the possibility for a person who already holds a Part-66 licence issued by one Member State (i.e. Member State X) to replace it by a Part-66 licence issued by another Member State (i.e. Member State Y). This may be useful, for example, in cases where a person holding a licence from "Member State X" is developing his/her career in a maintenance organisation located in "Member State Y". In this case, this person may need to endorse new type ratings based on courses directly approved by the competent authority of "Member State Y" or may need to endorse new licence (sub)categories based on basic examinations performed by the competent authority of "Member State Y".

SECTION A

TECHNICAL REQUIREMENTS

GM 66.A.3 Licence categories

Individual aircraft maintenance licence holders need not be restricted to a single category. Provided that each qualification requirement is satisfied, any combination of categories may be granted.

AMC 66.A.10 Application

1. Maintenance experience should be written up in a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task-by-task account is not necessary but at the same time a bland statement "X years maintenance experience completed" is not acceptable. A logbook of maintenance experience is desirable and some competent authorities may require such a logbook to be kept. It is acceptable to cross-refer in the EASA Form 19 to other documents containing information on maintenance.
2. Applicants claiming the maximum reduction in 66.A.30(a) total experience based upon successful completion of 147.A.200 approved basic training should include the Part-147 certificate of recognition for approved basic training.
3. Applicants claiming reduction in 66.A.30(a) total experience based upon successful completion of technical training in an organisation or institute recognised by the competent

authority as a competent organisation or institute should include the relevant certificate of successful completion of training.

GM 66.A.20(a) Privileges

1. The following definitions apply:

Electrical system means the aircraft electrical power supply source, 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.

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 in the privileges of the B2 licence holders. However, maintenance on electromechanical and pitot-static components may also be released by a B1 license holder.

Simple test means a test described in approved maintenance data and meeting all the following criteria:

- The serviceability of the system can be verified using aircraft controls, switches, Built-in Test Equipment (BITE), Central Maintenance Computer (CMC) or external test equipment not involving special training.
- The outcome of the test is a unique go-no go indication or parameter, which can be a single value or a value within an interval tolerance. No interpretation of the test result or interdependence of different values is allowed.
- The test does not involve more than 10 actions as described in the approved maintenance data (not including those required to configure the aircraft prior to the test, i.e. jacking, flaps down, etc., or to return the aircraft to its initial configuration). Pushing a control, switch or button, and reading the corresponding outcome may be considered as a single step even if the maintenance data shows them separated.

Troubleshooting means the procedures and actions necessary to identify the root cause of a defect or malfunction using approved maintenance data. It may include the use of BITE or external test equipment.

Line maintenance means any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. It may include:

- trouble shooting;
- defect rectification;
- component replacement with the use of external test equipment, if required. Component replacement may include components such as engines and propellers;
- scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in-depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors;
- minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means;
- for temporary or occasional cases (Airworthiness Directives, hereinafter AD; service bulletins, hereinafter SB) the quality manager may accept base maintenance tasks to be performed by a line maintenance organisation provided all requirements are fulfilled. The Member State will prescribe the conditions under which these tasks may be performed.

Base Maintenance means any task falling outside the criteria are given above for *Line Maintenance*.

NOTE:

Aircraft maintained in accordance with "progressive" type programmes need to be individually assessed in relation to this paragraph. In principle, the decision to allow some "progressive" checks to be carried out is determined by the assessment that all tasks within the particular check can be carried out safely to the required standards at the designated line maintenance station.

2. The category B3 licence does not include any A subcategory. Nevertheless, this does not prevent the B3 licence holder from releasing maintenance tasks typical of the A1.2 subcategory for piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below, within the limitations contained in the B3 licence.
3. 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 and B3 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 and B3 support staff, as appropriate, before issue of the certificate of release to service. Only category C personnel who also hold category B1, B2 or B3 qualifications may perform both roles in base maintenance.

AMC 66.A.20(b)2 Privileges

The 6 months maintenance experience in 2 years 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:

- 6 months working within the same organisation; or
- 6 months split up into different blocks, working within the same or in different organisations.

The 6-month 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)2, or as a combination thereof.

When the licence holder maintains and releases aircraft in accordance with 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 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-month period.

2. Nature of the experience:

Depending on the category of the aircraft maintenance licence, the following activities are considered relevant for maintenance experience:

- Servicing;
- Inspection;
- Operational and functional testing;
- Troubleshooting;
- Repairing;
- Modifying;
- Changing component;
- Supervising these activities;
- Releasing aircraft to service.

For category A licence holders, the experience should include exercising the privileges, by means of performing tasks related to the authorisation on at least one aircraft type for each licence subcategory. This means tasks as mentioned in AMC 145.A.30(g), including servicing, component changes and simple defect rectifications.

For category B1, B2 and B3, for every aircraft type rating included in the authorisation the experience should be on that particular aircraft or on a similar aircraft within the same licence (sub)category. Two aircraft can be considered 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
- Flight control systems (only mechanical controls, hydromechanically powered controls or electromechanically powered controls); and
- Avionic systems (analogue systems or digital systems); and
- Structure (manufactured of metal, composite or wood).

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 or wood).

- In the case of a B2 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 aeroplanes of 2 000 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, composite or wood).

For category C, the experience should cover at least one of the aircraft types endorsed on the licence.

For a combination of categories, the experience should include some activities of the nature shown in paragraph 2 in each category.

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:

- Aircraft maintenance related training as an instructor/assessor or as a student;
- Maintenance technical support/engineering;
- Maintenance management/planning.

The experience should be documented in an individual logbook 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 i.e. 100 FH check, MLG wheel change, engine oil check and complement, SB embodiment, troubleshooting, structural repair, STC embodiment...;
- Type of maintenance, i.e. base, line;
- Type of activity, i.e. perform, supervise, release;
- Category used: A, B1, B2, B3 or C;
- Duration in days or partial-days.

GM 66.A.20(b)2 Privileges

The sentence *"met the provision for the issue of the appropriate privileges"* included in 66.A.20(b)2 means that during the previous 2 years the person has met all the requirements for the endorsement of the corresponding aircraft rating (for example, in the case of aircraft in Group 1, theoretical plus practical element plus, if applicable, on-the-job training). This supersedes the need for 6 months of experience for the first 2 years. However, the requirement of 6 months of experience in the preceding 2 years will need to be met after the second year.

AMC 66.A.20(b)3 Privileges

The wording *"has the adequate competence to certify maintenance on the corresponding aircraft"* means that the licence holder and, if applicable, the organisation where he/she is contracted/employed, should ensure that he/she has acquired the appropriate knowledge, skills, attitude and experience to release the aircraft being maintained. This is essential because

some systems and technology present in the particular aircraft being maintained may not have been covered by the training/examination/experience required to obtain the licence and ratings.

This is typically the case, among others, in the following situations:

- Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to Part-66 "List of Type Ratings" after attending type training/on-the-job training which did not cover all the models/variants included in such rating. For example, a licence endorsed with the rating Airbus A318/A319/A320/A321 (CFM56) after attending type training/on-the-job training covering only the Airbus 320 (CFM56).
- Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to Part-66 "List of Type Ratings" after a new variant has been added to the rating in Appendix I, without performing difference training. For example, a licence endorsed with the rating Boeing 737-600/700/800/900 for a person who already had the rating Boeing 737-600/700/800, without performing any difference training for the 737-900.
- Work being carried out on a model/variant for which the technical design and maintenance techniques have significantly evolved from the original model used in the type training/on-the-job training.
- Specific technology and options selected by each customer which may not have been covered by the type training/on-the-job training.
- Changes in the basic knowledge requirements of Appendix I to Part-66 not requiring re-examination of existing licence holders (grandfathered privileges).
- The endorsement of group/subgroup ratings based on experience on a representative number of tasks/aircraft or based on type training/examination on a representative number of aircraft.
- Persons meeting the requirements of 6 months of experience every 2 years only on certain similar aircraft types as allowed by AMC 66.A.20(b)2.
- Persons holding a Part-66 licence with limitations, obtained through conversion of national qualifications (66.A.70), where such limitations are going to be lifted after performing the corresponding basic knowledge examinations. In this case, the type ratings endorsed in the licence may have been obtained in the national system without covering all the aircraft systems (because of the previous limitations) and there will be a need to assess and, if applicable, to train this person on the missing systems.

Additional information is provided in AMC 145.A.35(a).

GM 66.A.20(b)4 Privileges

1. Holders of a Part-66 aircraft maintenance licence may only exercise certification privileges when they have a general knowledge of the language used within the maintenance environment including knowledge of common aeronautical terms in the language. The level of knowledge should be such that the licence holder is able to:
 - read and understand the instructions and technical manuals used for the performance of maintenance;
 - make written technical entries and any maintenance documentation entries, which can be understood by those with whom they are normally required to communicate;
 - read and understand the maintenance organisation procedures;
 - communicate at such a level as to prevent any misunderstanding when exercising certification privileges.
2. In all cases, the level of understanding should be compatible with the level of certification privileges exercised.

AMC 66.A.25 Basic knowledge requirements

1. For an applicant being a person qualified by holding an academic degree in an aeronautical, mechanical or electronic discipline from a recognised university or other higher educational institute the need for any examination depends upon the course taken in relation to Appendix I to Part-66.
2. Knowledge gained and examinations passed during previous experiences, for example, in military aviation and civilian apprenticeships may be credited where the competent authority is satisfied that such knowledge and examinations are equivalent to that required by Appendix I to Part-66.

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 and B3 should demonstrate a complete level of knowledge in the appropriate subject modules.

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

1. For a category C applicant holding an academic degree the representative selection of tasks should include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.
2. While an applicant for a category C licence may be qualified by having 3 years experience as category B1 or B2 certifying staff only in line maintenance, it is however recommended that any applicant for a category C holding a B1 or B2 licence demonstrate at least 12 months experience as a B1 or B2 support staff.
3. A skilled worker is a person who has successfully completed a training acceptable to the competent authority and involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would include the use of tools and measuring devices.
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, owners, etc.;
 - Should cover a wide range of tasks in 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, FAR-145, etc.) or under the supervision of independent certifying staff;
 - May be combined with Part-147 approved training so that periods of training can be intermixed with periods of experience, similar to an apprenticeship.

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

To be considered as recent experience, at least 50 % of the required 12 month recent experience should be gained within the 12-month period prior to the date of application for the aircraft maintenance licence. The remainder of the recent experience should have been gained within the 7-year period prior to application. It must be noted that the rest of the basic experience required by 66.A.30 must be obtained within the 10 years prior to the application as required by 66.A.30(f).

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

1. For category A the additional experience of civil aircraft maintenance should be a minimum of 6 months. For category B1, B2 or B3 the additional experience of civil aircraft maintenance should be a minimum of 12 months.
2. Aircraft maintenance experience gained outside a civil aircraft maintenance environment may include aircraft maintenance experience gained in armed forces, coast guards, police, etc., or in aircraft manufacturing.

GM 66.A.40 Continued validity of the aircraft maintenance licence

The validity of the aircraft maintenance licence is not affected by recency of maintenance experience whereas the validity of the 66.A.20 privileges is affected by maintenance experience as specified in 66.A.20(a).

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

An aircraft type rating includes all the aircraft models/variants listed in column 2 of Appendix I to AMC to Part-66.

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), 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.45(e) Endorsement with aircraft ratings

1. For the granting of manufacturer subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence *"at least two aircraft types from the same manufacturer which combined are representative of the applicable manufacturer subgroup"* means that the selected aircraft types should cover all the technologies relevant to the manufacturer subgroup in the following areas:
 - Flight control systems (mechanical controls/hydraulically powered controls/electromechanically powered controls); and
 - Avionic systems (analogue systems/digital systems); and
 - Structure (manufactured of metal/composite/wood).

In cases where there are very different aircraft types within the same manufacturer subgroup, it may be necessary to cover more than two aircraft types to ensure adequate representation.

For this purpose it may be possible to use aircraft types from the same manufacturer classified in Group 1 as long as the selected aircraft belong to the same licence subcategory for which the rating will be endorsed.

2. For the granting of full subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence *"at least three aircraft types from different manufacturers which combined are representative of the applicable subgroup"* means that the selected aircraft types should cover all the technologies relevant to the manufacturer subgroup in the following areas:

- Flight control systems (mechanical controls/hydraulically powered controls/electromechanically powered controls); and
- Avionic systems (analogue systems/digital systems); and
- Structure (manufactured of metal/composite/wood).

In cases where there are very different aircraft types within the same subgroup, it may be necessary to cover more than three aircraft types to ensure adequate representation.

For this purpose it may be possible to use aircraft types from different manufacturers classified in Group 1 as long as the selected aircraft belong to the same licence subcategory for which the rating will be endorsed.

3. For manufacturer subgroup ratings, the term "*manufacturer*" means the TC holder defined in the certification data sheet, which is reflected in the list of type ratings in Appendix I to AMC to Part-66.

In the case of an aircraft rating where the type rating refers to a TC holder made of a combination of two manufacturers which produce a similar aircraft (i.e. AGUSTA/BELL HELICOPTER TEXTRON or any case of aircraft similarly built by another manufacturer), this combination should be considered as one manufacturer.

As a consequence:

- When a licence holder gets a manufacturer type or a manufacturer subgroup rating made of a combination of manufacturers, it covers the combination of such manufacturers.
- When a licence holder who intends to endorse a full subgroup rating selects three aircraft from different manufacturers, this means from different combinations of manufacturers as applicable.

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

1. The "*practical experience*" should cover a representative cross section including at least 50 % of tasks contained in Appendix II to AMC relevant to the licence category and to the applicable aircraft type ratings or aircraft (sub)group ratings being endorsed. This experience should cover tasks from each paragraph of the Appendix II list. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. In the case of (sub)group ratings, this experience may be shown by covering one or several aircraft types of the applicable (sub)group and may include experience on aircraft classified in group 1, 2 and/or 3 as long as the experience is relevant. The practical experience should be obtained under the supervision of authorised certifying staff.
2. In the case of endorsement of individual type ratings for Group 2 and Group 3 aircraft, for the second aircraft type of each manufacturer (sub)group the practical experience should be reduced to 30 % of the tasks contained in Appendix II to AMC relevant to the licence category and to the applicable aircraft type. For subsequent aircraft types of each manufacturer (sub)group this should be reduced to 20 %.
3. Practical experience should be demonstrated by the submission of records or a logbook showing the Appendix II tasks performed by the applicant. Typical data to be recorded are similar to those described in AMC 66.A.20(b)2.

GM 66.A.45 Endorsement with aircraft ratings

The following table shows a summary of the aircraft rating requirements contained in 66.A.45, 66.A.50 and 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 choice of the applicant):
 - Individual type ratings;
 - Full and/or Manufacturer (sub)group ratings;
- For each rating option, which are the qualification options;
- For the B1.2 licence (Group 3 aircraft) and for the B3 licence (piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below), which are the possible limitations to be included in the licence if not sufficient experience can be demonstrated in those areas.

Note: OJT means "On-the-Job Training" (Appendix III to Part-66, Section 6) and is only required for the first aircraft rating in the licence (sub)category.

Aircraft rating requirements			
Aircraft Groups	B1/B3 licence (For B1)	B2 licence	C licence
<p>Group 1</p> <ul style="list-style-type: none"> • Complex motor-powered aircraft. • Multiple engine helicopters. • Aeroplanes certified above FL290. • Aircraft equipped with fly-by-wire. • Other aircraft when defined by the Agency. 	<p>Individual TYPE RATING</p> <p>Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)</p>	<p>Individual TYPE RATING</p> <p>Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence category)</p>	<p>Individual TYPE RATING</p> <p>Type training: - Theory + examination</p>
<p>Group 2:</p> <p>Subgroups:</p> <p>2a: single turboprop aeroplanes (*)</p> <p>2b: single turbine engine helicopters (*)</p> <p>2c: single piston-engine helicopters (*)</p> <p>(*) Except those classified in Group 1.</p>	<p style="text-align: center;">(For B1.1, B1.3, B1.4)</p> <p>Individual TYPE RATING (type training + OJT) or (type examination + practical experience)</p> <p style="text-align: center;">Full SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 3 aircraft representative of that subgroup</p> <p style="text-align: center;">Manufacturer SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup</p>	<p>Individual TYPE RATING (type training + OJT) or (type examination + practical experience)</p> <p style="text-align: center;">Full SUBGROUP RATING based on demonstration of practical experience</p> <p style="text-align: center;">Manufacturer SUBGROUP RATING based on demonstration of practical experience</p>	<p>Individual TYPE RATING type training or type examination</p> <p style="text-align: center;">Full SUBGROUP RATING type training or type examination on at least 3 aircraft representative of that subgroup</p> <p style="text-align: center;">Manufacturer SUBGROUP RATING type training or type examination on at least 2 aircraft representative of that manufacturer subgroup</p>
<p>Group 3</p> <p>Piston-engine aeroplanes (except those classified in Group 1)</p>	<p style="text-align: center;">(For B1.2)</p> <p>Individual TYPE RATING (type training + OJT) or (type examination + practical experience)</p> <p>Full GROUP 3 RATING based on demonstration of practical experience</p> <p style="text-align: center;">Limitations:</p> <ul style="list-style-type: none"> ▪ Pressurised aeroplanes ▪ Metal aeroplanes ▪ Composite aeroplanes ▪ Wooden aeroplanes ▪ Metal tubing & fabric aeroplanes 	<p>Individual TYPE RATING (type training + OJT) or (type examination + practical experience)</p> <p>Full GROUP 3 RATING based on demonstration of practical experience</p>	<p>Individual TYPE RATING type training or type examination</p> <p>Full GROUP 3 RATING based on demonstration of practical experience</p>
<p>Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below</p>	<p style="text-align: center;">(For B3)</p> <p>FULL RATING "Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below" based on demonstration of practical experience</p> <p style="text-align: center;">Limitations:</p> <ul style="list-style-type: none"> ▪ Metal aeroplanes ▪ Composite aeroplanes ▪ Wooden aeroplanes ▪ Metal tubing & fabric aeroplanes 	<p>Not Applicable</p>	<p>Not Applicable</p>

AMC 66.A.50(b) Limitations

1. The appropriate experience required to remove the limitations referred to in 66.A.45(f) and (g) 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 acceptable to have this experience on just one aircraft type, provided that this type is representative of the (sub)group in relation to the limitation being removed.
3. 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.

GM 66.A.70 Conversion provisions

1. As described in point 66.A.70, the conversion provisions apply to the holder of a certifying staff qualification valid in a Member State prior to the date of entry into force of Annex III (Part-66). The sentence *"the holder of a certifying staff qualification valid in a Member State"* means any person who had a qualification valid in that Member State allowing that person the performance of activities identical to the privileges of "certifying staff" contained in Regulation (EC) 2042/2003. This means that the signature of that person was sufficient to declare that the maintenance had been properly performed and the aircraft was ready for service and fit for flight in respect to such maintenance.

This should not be mistaken for the responsibilities linked to the airworthiness review, which was performed at different periods (typically varying from 6 months to 3 years) in the national systems. This is an activity which is performed at very specific points of time and not after every maintenance activity. As an airworthiness review (or equivalent term used in the national systems) is not performed after every maintenance event before the aircraft takes flight, an airworthiness review cannot be considered as a maintenance release. This means that the conversion provisions described in 66.A.70 are not applicable to persons performing airworthiness review functions unless their signature was required after every maintenance event before the aircraft can take flight.

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 to become certifying staff;
 - Having completed the qualification requirements for certifying staff within a maintenance organisation, as defined in their procedures.

This does not mean that in order to be entitled to a conversion process, the applicant has to be exercising certification privileges. A person may hold a "certifying staff qualification" while not having certification privileges (or while exercising very limited certification privileges below his/her qualification) for different reasons such as, for example, the following:

- The person is working as "support staff" in the base maintenance environment;
- The person has been authorised only for a very limited range of tasks (lower than what he/she would be entitled if his/her qualification is considered) since the person is working in a line station where the scope of tasks is very limited;

- The person holds a licence with a wider scope than the scope of the organisation where he/she is employed;
- The person is working outside the aviation industry or is temporarily on leave due to different reasons (medical, personal, etc.).

These persons are entitled to have the conversion performed in accordance with the full scope of their qualification and the full privileges that they would be entitled to hold on the basis of such qualification.

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. EC2042/2003, Article 7, point 3(e));
 - 28 September 2006 for aircraft of 5 700 kg MTOM and below (ref. EC2042/2003, Article 7, point 3(f)).

Nevertheless, since the B3 licence did not exist at those dates, certifying staff qualifications eligible for conversion to a B3 licence are those valid before 28 September 2012, which is the date when the authority has the obligation to start issuing such licences in accordance with (EC) 2042/2003, Article 7, point 3(h), item (i).

4. Although only those certifying staff qualifications gained prior to the dates indicated above are eligible for conversion, this does not mean that the application for conversion has to be submitted prior to those dates. The applicant is entitled to have the conversion performed irrespective of when he/she applies for conversion.
5. A certifying staff qualification can be subject to more than one conversion process and can also be converted to more than one licence (with any applicable limitations). This could be the case, for example, for a person who already had the certifying staff qualification converted 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 licence on the basis of 66.A.70(d), which would mean that there is no need to compare with the Part-66 Appendix I and II standard, introducing only those limitations required to maintain the existing privileges.

GM 66.A.70(c) Conversion provisions

For example, a limitation could be where a person holds a pre-existing certifying staff qualification which covered, to the standard of Part-66 Appendix I and II, all the modules/subjects corresponding to the B1 licence except for electrical power systems. This person would receive a Part-66 aircraft maintenance licence in the B1 category with a limitation (exclusion) on electrical power systems.

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

GM 66.A.70(d) Conversion provisions

In the case of aircraft not involved in commercial air transport other than large 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 receive a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):

- Aircraft involved in commercial air transport (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 his/her own aircraft and 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 involved in commercial air transport (this limitation always exists);
- Aircraft other than a Cessna 172;
- Aircraft not owned by the licence holder.

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).

SECTION B

PROCEDURE FOR COMPETENT AUTHORITIES

AMC 66.B.20 Record-keeping

1. The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a consistent way throughout the competent authority (chronological, alphabetical order, etc.).
2. All records containing sensitive data regarding applicants or organisations should be stored in a secure manner with controlled access to ensure confidentiality of this kind of data.
3. All computer hardware used to ensure data backup should be stored in a different location from that containing the working data in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the full period specified in 66.B.20.

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

1. Applicants claiming the maximum reduction in 66.A.30(a) total experience based upon successful completion of a 147.A.200 approved basic training course should include the Part-147 certificate of recognition for approved basic training.
2. Applicants claiming reduction in 66.A.30(a) total experience based upon successful completion of training considered relevant by the competent authority and considered as a skilled worker in a technical trade should include the relevant certificate of successful completion of training.
3. Applicants claiming credit against the 66.A.30(a) total experience requirement by virtue of 66.A.30(a) non-civil aircraft maintenance experience may only be granted such credit where the Member State has recognised such non-civil aircraft maintenance experience. The competent authority recognising non-civil aircraft maintenance experience should have specified who within the non-civil environment may make a statement that the applicant

has met relevant maintenance experience. The applicant should include a detailed statement of such maintenance experience signed by the non-civil maintenance authority in accordance with the conditions specified by the competent authority.

4. The competent authority should check that the experience record satisfies above paragraphs in terms of content and the countersigning signature.

AMC 66.B.105 Procedure for the issue of an aircraft maintenance licence via the Part-145 approved maintenance organisation

1. The maintenance organisation approved under Part-145 should include the procedure in the organisation's exposition (Chapter 3.16) and this procedure should be audited by the competent authority at least once in each 12-month period. This procedure should include a limitation stating that it is only applicable to the case where the competent authority for the Part-145 approval and for the Part-66 licence is the same.
2. The Part-145 organisation should check that the experience records have been properly countersigned.
3. The maintenance organisation approved under Part-145 may keep the experience record of applicants in a different form from that of application EASA Form 19 but such different form or manner should be acceptable to the competent authority.

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

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

AMC 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 not been conducted by a Part-147 organisation, there should be supporting documents confirming to the competent authority that:
 - the type training has been approved by the competent authority in accordance with 66.B.130;
 - the applicant has completed the elements of the approved type training; and
 - the trainee has been successfully examined/assessed.
- (b) Aircraft type training may be subdivided in airframe and/or powerplant and/or avionics/electrical systems type training courses.
 1. Airframe type training course means a type training course including all relevant aircraft structure and electrical and mechanical systems excluding the powerplant.
 2. Powerplant type training course means a type training course on the bare engine, including the build-up to a quick engine change unit.
 3. The interface of the engine/airframe systems should be addressed by either airframe or powerplant type training course. In some cases, such as for general aviation, it may be more appropriate to cover the interface during the airframe course due to the large variety of aircraft that can have the same engine type installed.
 4. Avionics/electrical systems type training course means type training on avionics and electrical systems covered by but not necessarily limited to ATA Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.
- (c) For the acceptance of the OJT programme described in Section 6 of Appendix III to Part-66, the licencing 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 licencing competent authority is different from the competent authority of the maintenance organisation which provides the OJT, the licencing authority may take into consideration the fact that the maintenance organisation may already have the OJT programme accepted by their own competent authority (through Chapter 3.15 of the MOE, as described in AMC 145.A.70(a)).

AMC 66.B.100 to 115

Aircraft type endorsement should use the standard codes contained in Appendix I to the AMCs.

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 the responsibility of the approved Part-145/ Subpart-F maintenance organisation or the certifying staff in accordance with M.A.801(b)2. For the purpose of ensuring the continued validity of the certification privileges the competent authority may, when periodically reviewing the organisations in accordance with 145.B.30 or M.B.604, 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.

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

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:
 - The content and the duration of the theoretical and/or practical elements, as applicable, in accordance with Appendix III to Part-66, including the Training Need Analysis (TNA);
 - The teaching methods and instructional equipment;
 - The material and documentation provided to the student;
 - The qualification of instructors, examiners and/or assessors, as applicable;
 - The examination and/or assessment procedure, as applicable. Further guidance about the assessment and the designated assessors is given in Appendix III to AMC to Part-66;
 - The documentation and records to be provided to the student to justify the satisfactory completion of the training course and related examination/assessment. This should include not only a certificate of completion but enough documentation and records to justify that the content and duration approved has been met and that the examination/assessment has been successfully passed.
2. The above criteria apply to a full course as well as to a partial course such as the practical element of a type training course and its assessment.
3. The procedure should also indicate how the competent authority is going to audit the proper performance of the approved course.
4. The direct approval of aircraft type training should be done on a case-by-case basis and should not be granted for long-term periods, since it is not a privilege of the organisation providing the training.

GM 66.B.200 Examination by the competent authority

1. Questions may be prepared in the national language but the use of aviation English is recommended wherever possible.
2. The primary purpose of essay questions is to determine that the candidates can express themselves in a clear and concise manner and can prepare a concise technical report, which is why only a few essay questions are required.
3. Oral type questions may not be used as the primary means of examination because of the difficulty in establishing consistency of standards between examiners or day-to-day.

However, nothing prevents the competent authority from meeting potential certifying staff for the purpose of ensuring that they understand their obligations and responsibilities in the application of maintenance Parts.

4. For pass mark purposes, the essay questions should be considered as separate from the multiple choice questions.
5. Multiple choice question (MCQ) generation.

The following principles should be observed when developing multiple choice questions:

- (a) The examination should measure clearly formulated goals. Therefore, the field and depth of knowledge to be measured by each question should be fully identified.
- (b) All the questions should be of the multiple choice type with three alternative answers.
- (c) Questions that require specialised knowledge of specific aircraft types should not be asked in a basic licence examination.
- (d) The use of abbreviations and acronyms should generally be avoided. However, where needed, only internationally recognised abbreviations and acronyms should be used. In case of doubt, use the full form, e.g. angle of attack = 12 degrees instead of $\alpha = 12^\circ$.
- (e) Questions and answers should be formulated as simply as possible: the examination is not a test of language. Complex sentences, unusual grammar and double negatives should be avoided.
- (f) A question should comprise one complete positive proposition. No more than 3 different statements should appear among the suggested responses; otherwise, the candidate may be able to deduce the correct answer by eliminating the unlikely combinations of statements.
- (g) Questions should have only one true answer.
- (h) The correct answer should be absolutely correct and complete or, without doubt, the most preferable. Responses that are so essentially similar that the choice is a matter of opinion rather than a matter of fact should be avoided. The main interest in MCQs is that they can be quickly performed: this is not achieved if doubt exists about the correct answer.
- (i) The incorrect alternatives should seem equally plausible to anyone ignorant of the subject. All alternatives should be clearly related to the question and be of similar vocabulary, grammatical structure and length. In numerical questions, the incorrect answers should correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they should not be mere random numbers.
- (j) Calculators are not allowed during examination. Therefore, all calculations should be feasible without a calculator. Where a question involves calculations not feasible without a calculator, such as $\sqrt{10}$, then the question should specify the approximate value of $\sqrt{10}$.
- (k) Questions should be referred to Part-66 Appendix I examination syllabus.

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 assessing, 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 licence category or subcategories (Cat A, B1, B2 and B3) 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;
 - cover technology applicable to most areas of aircraft maintenance;
 - reflects common working practises;
 - it is not type or manufacturer specific and avoids subjects which are rarely found in practice;
 - when drafting a question, there is a need to ensure that consideration is given to the limited practical experience that most candidates will have.
- (c) To make the questions and the marking procedures as consistent as possible, each question and model answer, with the required key areas (see below), should be reviewed independently by at least 2 technical staff members.
- (d) When raising questions, the following should be considered:
- Each essay question will have a time allowance of 20 minutes.
 - A complete A4 side is provided for each question and answer; if required, the answer can be extended onto the reverse side of the page.
 - The question should be such that the answer expected will be at the level shown for that subject in the module syllabus.
 - The question should not be ambiguous but should seek a broad reply rather than be limited in scope for answer.
 - The question should lend itself to be written in a technical report style, in a logical sequence (beginning, middle and end), containing the applicable and relevant technical words needed in the answer.
 - Do not ask for drawings/sketches to support the essay.
 - The question should be relevant to the category and level of difficulty listed in the syllabus, e.g. a description of a typical general aviation system may not be acceptable for a typical commercial aeroplane.
 - Subject to obvious constraints in relation to the topic being addressed the question should have a strong bias towards the practical maintenance of a system/component and the answer should show an understanding of normal and deteriorated conditions of an aircraft and its systems.
- Variations on alternative possible answers which have not been thought of may have to be taken into account to aid the examiner when marking. If considered relevant, the model answer should be amended to include these new points.
- (e) Because of the difficulty in marking an essay answer using key points only, there is a need for the way in which the report was written to be assessed and taken into consideration.
- (f) The total points for each question will add up to 100 and will need to reflect both the combination of the technical (key point) element and the report style element.

- (g) Each key point will be graded upon its importance and have point weighting allocated to it. The total weight will represent 60 % of the mark.
- (h) Key points are the 'important elements' that may be knowledge- or experience-based and will include other maintenance-orientated factors such as relevant safety precautions or legislative practices, if applicable. Excessive reference to the need for MM referral or safety checks may be considered wasteful.
- (i) The answer to the question will be analysed for the clarity and manner in which the essay report is presented and have a weighting allocated to it which will represent 40 % of the mark.
- (j) The answer should show the candidate's ability to express himself/herself in technical language. This includes readability of the language, basic grammar and use of terminology.
- (k) The report starts in the beginning and has logical process to reach a conclusion.
- (l) Supporting diagrams should not be encouraged but, if used, should supplement the answer and not replace the need for a broad text answer.
- (m) The report should not be indexed, itemised or listed.
- (n) Within reason, the candidate should not be penalised for incorrect spelling.
- (o) A zero mark should only be given in exceptional circumstances. Even if the student misunderstands the question and gives an answer to a different question, a sympathetic mark even if only for the report style should be given, this could add up to the maximum percentage allowed.
- (p) The two allocated marks should be added together and written into the answer paper.
- (q) If an answer resulting in a borderline failure is principally due to "written report errors," the paper should be discussed and the mark agreed, if possible, with another examiner.

GM 66.B.300 General

As described in point 66.B.300, certifying staff qualifications eligible for conversion are those valid *"prior to the entry into force of the applicable requirements of this Annex (Part-66)"*, which means those qualifications valid before the following dates:

- 28 September 2005 for aircraft above 5 700 kg MTOM (ref. EC2042/2003, Article 7, point 3(e));
- 28 September 2006 for aircraft of 5 700 kg MTOM and below (ref. EC2042/2003, Article 7, point 3(f)).

Nevertheless, since the B3 licence did not exist at those dates, certifying staff qualifications eligible for conversion to a B3 licence are those valid before 28 September 2012, which is the date where the authority has the obligation to start issuing such licences in accordance with (EC) 2042/2003, Article 7, point 3(h), item (i).

AMC 66.B.305(a) Conversion report for national qualifications

1. Conversion reports prepared on the basis of point 66.A.70(c) should include a comparison between the scope of the national qualification (i.e., the national qualification requirements) and the scope of the Part-66 licence qualification (i.e., the Part-66 qualification requirements), which should be performed 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 where such a difference would lead to a limitation on the Part-66 licence.

2. Conversion reports prepared on the basis of point 66.A.70(d), which are limited to aircraft not involved in commercial air transport other than large aircraft, should include the privileges associated to the national qualification. The report should identify which limitations are needed on the Part-66 licence to maintain these privileges.

GM 66.B.305(b)3 Conversion report for national qualifications

As conversions performed on the basis of 66.A.70(d) are aimed to maintain the privileges of the pre-existing national qualification, the limitations introduced on the Part-66 licence are not linked to possible differences between the scope of the national qualification and the scope of the Part-66 licence qualification. This conversion does not include such comparison.

This means that, in order to remove such limitations, full compliance with the conditions of Part-66 needs to be demonstrated.

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

1. Conversion reports prepared on the basis of point 66.A.70(c) should include a comparison between the qualification required for each type of organisation authorisation and the scope of the Part-66 licence qualification, which should be performed on the basis of a detailed analysis of the organisation and Part-66 basic qualification standards. The report should identify where a difference between the two standards exists and where such a difference would lead to a limitation on the Part-66 licence.
2. Conversion reports prepared on the basis of point 66.A.70(d), which is limited to aircraft not involved in commercial air transport other than large aircraft, should include the privileges associated with the organisation authorisation. The report should identify which limitations are needed on the Part-66 licence to maintain these privileges.

GM 66.B.310(b)3 Conversion report for approved maintenance organisations authorisations

As conversions performed on the basis of 66.A.70(d) are aimed to maintain the privileges of the pre-existing organisation authorisations, the limitations introduced on the Part-66 licence are not linked to possible differences between the qualification required for the organisation authorisation and the Part-66 licence qualification. This conversion does not include such comparison.

This means that, in order to remove such limitations, full compliance with the conditions of Part-66 needs to be demonstrated.

GM 66.B.410 Examination credit validity

In the case of credits expired in accordance with 66.A.25(d) and 66.B.410(b), the new application for credits will lead to a reassessment in accordance with 66.B.405 and 66.B.410 only in those cases where the requirements contained in Appendix I to Part-66 have changed. This may lead to a requirement for further examinations on particular modules/sub-modules/subjects.

AMC to Section 1 of Appendix III to Part-66 "Aircraft Type Training and Examination Standard. On-the-Job Training"

Aircraft type training

1. Aircraft type training may be subdivided in airframe and/or powerplant and/or avionics/electrical systems type training courses:

- Airframe type training course means a type training course including all relevant aircraft structure and electrical and mechanical systems excluding the powerplant.
 - Powerplant type training course means a type training course on the bare engine, including the build-up to a quick engine change unit.
 - The interface of the engine/airframe systems should be addressed by either airframe or powerplant type training course. In some cases, such as for general aviation, it may be more appropriate to cover the interface during the airframe course due to the large variety of aircraft that can have the same engine type installed.
 - Avionics/electrical systems type training course means type training on avionics and electrical systems covered by but not necessarily limited to ATA (Air Transport Association) Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.
2. Practical training may be performed either following or integrated with the theoretical elements. However, it should not be performed before theoretical training.
 3. The content of the theoretical and practical training should:
 - address the different parts of the aircraft which are representative of the structure, the systems/components installed and the cabin; and
 - include training on the use of technical manuals, maintenance procedures and the interface with the operation of the aircraft.

Therefore, it should be based on the following elements:

- Type design including relevant type design variants, new technology and techniques;
- Feedback from in-service difficulties, occurrence reporting, etc.;
- Significant applicable airworthiness directives and service bulletins;
- Known human factor issues associated with the particular aircraft type;
- Use of common and specific documentation, (when applicable, such as MMEL, AMM, MPD, TSM, SRM, WD, AFM, tool handbook), philosophy of the troubleshooting, etc.;
- Knowledge of the maintenance on-board reporting systems and ETOPS maintenance conditions, when applicable;
- Use of special tooling and test equipment and specific maintenance practises including critical safety items and safety precautions;
- Significant and critical tasks/aspects from the MMEL, CDL, Fuel Tank Safety (FTS), airworthiness limitation items (ALI) including Critical Design Configuration Control Limitations (CDCCL), CMR and all ICA documentation such as MRB, MPD, SRM, AMM, etc., when applicable.
- Maintenance actions and procedures to be followed as a consequence of specific certification requirements, such as, but not limited to, RVSM (Reduced Vertical Separation Minimum) and NVIS (Night Vision Imaging Systems);
- Knowledge of relevant inspections and limitations as applicable to the effects of environmental factors or operational procedures such as cold and hot climates, wind, moisture, sand, de-icing/anti-icing, etc.

The type training does not necessarily need to include all possible customer options corresponding to the type rating described in the Appendix I to AMC to Part-66.

4. Limited avionic system training should be included in the category B1 type training as the B1 privileges include work on avionics systems requiring simple tests to prove their serviceability.
5. Electrical systems should be included in both categories of B1 and B2 type training.

6. The theoretical and practical training should be complementary and may be:
 - Integrated or split;
 - Supported by the use of training aids, such as, trainers, virtual aircraft, aircraft components, synthetic training devices (STD), computer-based training devices (CBT), etc.

AMC to Paragraph 3.1(d) of Appendix III to Part-66 “Aircraft Type Training and Examination Standard. On-the-Job Training”

Training Needs Analysis for the theoretical element of the aircraft type training

1. The minimum duration for the theoretical element of the type rating training course, as described in Appendix III to Part-66, has been determined based on:
 - generic categories of aircraft and minimum standard equipment fit;
 - the estimated average duration of standard courses imparted in Europe.
2. The purpose of the Training Needs Analysis (TNA) is to adapt and justify the duration of the course for a specific aircraft type. This means that the TNA is the main driver for determining the duration of the course, regardless of whether it is above or below the minimum duration described in Appendix III to Part-66.

In the particular case of type training courses approved on the basis of the requirements valid before Regulation (EU) 1149/2011 was applicable (01 August 2012) and having a duration for the theoretical element equal to or above the minimum duration contained in paragraph 3.1(c) of Appendix III to Part-66, it is acceptable that the TNA only covers the differences introduced by Regulation (EU) 1149/2011 in paragraph 3.1(e) “Content” and the criteria introduced in paragraph 3.1(d) “Justification of course duration” related to the minimum attendance and the maximum number of training hours per day. This TNA may result in a change in the duration of the theoretical element.

3. The content and the duration deriving from the TNA may be supported by an analysis from the Type Certificate holder.
4. In order to approve a reduction of such minimum duration, the evaluation done by the competent authority should be performed on a case-by-case basis appropriate to the aircraft type. For example, while it would be exceptional for a theoretical course for a large transport category aircraft such as an A330 or B757 to be below the minimum duration shown, it would not necessarily be exceptional in the case of a General Aviation (GA) business aircraft such as a Learjet 45 or similar. Typically, the TNA for a GA aircraft course would demonstrate that a course of a shorter duration satisfies the requirements.
5. When developing the TNA, the following should be considered:
 - a) The TNA should include an analysis identifying all the areas and elements where there is a need for training as well as the associated learning objectives, considering the design philosophy of the aircraft type, the operational environment, the type of operations and the operational experience. This analysis should be written in a manner which provides a reasonable understanding of which areas and elements constitute the course to meet the learning objectives.
 - b) As a minimum, the Training Need Analysis (TNA) should take into account all the applicable elements contained in paragraph 3.1 of Part-66 Appendix III and associated AMCs.
 - c) The TNA should set up the course content considering the Appendix III objectives for each level of training and the prescribed topics in the theoretical element table contained in paragraph 3.1 of Part-66 Appendix III.
 - d) For each Chapter described in the theoretical element table contained in paragraph 3.1 of Part-66 Appendix III, the corresponding training time should be recorded.

- e) Typical documents to be used to identify the areas and elements where there is a need for training typically include, among others, the Aircraft Maintenance Manual, MRB report, CMRs, airworthiness limitations, Troubleshooting Manual, Structural Repair Manual, Illustrated Parts Catalogue, Airworthiness Directives and Service Bulletins.
- f) During the analysis of these documents:
- Consideration should be given to the following typical activities:
 - Activation/reactivation;
 - Removal/installation;
 - Testing;
 - Servicing;
 - Inspection, check and repairs;
 - Troubleshooting/diagnosis.
 - For the purpose of identifying the specific elements constituting the training course, it is acceptable to use a filtering method based on criteria such as:
 - Frequency of the task;
 - Human factor issues associated to the task;
 - Difficulty of the task;
 - Criticality and safety impact of the task;
 - In-service experience;
 - Novel or unusual design features (not covered by Part-66 Appendix I);
 - Similarities with other aircraft types;
 - Special tests and tools/equipment.
 - It is acceptable to follow an approach based on:
 - Tasks or groups of tasks; or
 - Systems or subsystems or components.
- g) The TNA should:
- Identify the learning objectives for each task, group of tasks, system, subsystem or component;
 - Associate the identified tasks to be trained to the regulatory requirements (table in paragraph 3.1 of Appendix III to Part-66);
 - Organise the training into modules in a logical sequence (adequate combination of chapters as defined in Appendix III of Part-66);
 - Determine the sequence of learning (within a lesson and for the whole syllabus);
 - Identify the scope of information and level of detail with regard to the minimum standard to which the topics of the TNA should be taught according to the set-up objectives.
 - Address the following:
 - Description of each system/component including the structure (where applicable);
 - System/component operation taking into account:
 - a. Complexity of the system (e.g. the need of further breakdown into subsystems, etc.);

- b. Design specifics which may require more detailed presentation or may contribute to maintenance errors;
 - c. Normal and emergency functioning;
 - d. Troubleshooting;
 - e. Interpretation of indications and malfunctions;
 - f. Use of maintenance publications;
 - g. Identification of special tools and equipment required for servicing and maintaining the aircraft;
 - h. Maintenance Practices;
 - i. Routine inspections, functional or operational tests, rigging/adjustment, etc.
- Describe the following:
 - The instructional methods and equipment, teaching methods and blending of the teaching methods to ensure the effectiveness of the training;
 - The maintenance training documentation/material to be delivered to the student;
 - Facilitated discussions, questioning session, additional practice-oriented training, etc.;
 - The homework, if developed;
 - The training provider's resources available to the learner.
- h) It is acceptable to differentiate between issues which have to be led by an instructor and issues which may be delivered through interactive simulation training devices and/or covered by web-based elements. Overall time of the course will be allocated accordingly.
- i) The maximum number of training hours per day for the theoretical element of type training should not be more than 6 hours. A training hour means 60 minutes of tuition excluding any breaks, examination, revision, preparation and aircraft visit. In exceptional cases, the competent authority may allow deviation from this standard when it is properly justified that the proposed number of hours follows pedagogical and human factors principles. These principles are especially important in those cases where:
- Theoretical and practical training are performed at the same time;
 - Training and normal maintenance duty/apprenticeship are performed at the same time.
- j) The minimum participation time for the trainee to meet the objectives of the course should not be less than 90 % of the tuition hours of the theoretical training course. Additional training may be provided by the training organisation in order to meet the minimum participation time. If the minimum participation defined for the course is not met, a certificate of recognition should not be issued.
- k) The TNA is a living process and should be reviewed/updated based on operation feedback, maintenance occurrences, Airworthiness Directives, major service bulletins impacting maintenance activities or requiring new competencies for mechanics, alert service bulletins, feedback from trainees or customer satisfaction, evolution of the maintenance documentation such as MRBs, MPDs, MMs, etc. The frequency at which the TNA should be reviewed/updated is left to the discretion of the organisation conducting the course.

NOTE: The examination is not part of the TNA. However, it should be prepared in accordance with the learning objectives described in the TNA.

AMC to Paragraphs 1(b), 3.2 and 4.2 of Appendix III to Part-66 "Aircraft Type Training and Examination Standard. On-the-Job Training"

Practical element of the aircraft type training

1. The practical training may include instruction in a classroom or in simulators but part of the practical training should be conducted in a real maintenance or manufacturer environment.
2. The tasks should be selected because of their frequency, complexity, variety, safety, criticality, novelty, etc. The selected tasks should cover all the chapters described in the table contained in paragraph 3.2 of Appendix III to Part-66.
3. The duration of the practical training should ensure that the content of training required by paragraph 3.2 of Appendix III to Part-66 is completed.

Nevertheless, for aeroplanes with a MTOM equal or above 30 000 kg, the duration for the practical element of a type rating training course should not be less than two weeks unless a shorter duration meeting the objectives of the training and taking into account pedagogical aspects (maximum duration per day) is justified to the competent authority.

4. The organisation providing the practical element of the type training should provide trainees with a schedule or plan indicating the list of tasks to be performed under instruction or supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks may be countersigned by the designated assessor. The logbook format and its use should be clearly defined.
5. In paragraph 4.2 of Appendix III to Part-66, the term "designated assessors appropriately qualified" means that the assessors should demonstrate training and experience on the assessment process being undertaken and be authorised to do so by the organisation.

Further guidance about the assessment and the designated assessors is provided in Appendix III to AMC to Part-66.

6. The practical element (for powerplant and avionics systems) of the Type Rating Training may be subcontracted by the approved Part-147 organisation under its quality system according to the provisions of 147.A.145(d)3 and the corresponding Guidance Material.

AMC to Paragraph 1(c) of Appendix III to Part-66 "Aircraft Type Training and Examination Standard. On-the-Job Training"

Differences training

Approved difference training is not required for different variants within the same aircraft type rating (as specified in Appendix I to AMC to Part-66) for the purpose of type rating endorsement on the aircraft maintenance licence.

However, this does not necessarily mean that no training is required before a certifying staff authorisation can be issued by the maintenance organisation (refer to AMC 66.A.20(b)3).

AMC to Section 5 of Appendix III to Part-66 "Aircraft Type Training and Examination Standard. On-the-Job Training"

Type Examination Standard

This Section 5 "Type Examination Standard" does not apply to the examination performed as part of type training. This Section only applies to those cases where type examination is performed as a substitute for type training.

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 approved maintenance organisation holding an A rating for such aircraft.
2. The OJT should include one-to-one supervision and should involve actual work task performance on aircraft/components, covering line and/or base maintenance tasks.
3. The use of simulators for OJT should not be allowed.
4. The OJT should cover at least 50 % of the tasks contained in Appendix II to AMC to Part-66. Some tasks should be selected from each paragraph of the Appendix II list. Tasks should be selected among those applicable to the type of aircraft and licence (sub)category applied for. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. Typically, in addition to the variety and the complexity, the OJT tasks should be selected because of their frequency, safety, novelty, etc.
5. Up to 50 % of the required OJT may be undertaken before the aircraft theoretical type training starts.
6. The organisation providing the on-the-job training should provide trainees with a schedule or plan indicating the list of tasks to be performed under supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks is countersigned by the corresponding supervisor. The logbook format and its use should be clearly defined.
7. Regarding the day-to-day supervision of the OJT programme in the approved maintenance organisation and the role of the supervisor(s), the following should be considered:
 - It is sufficient that the completion of individual OJT tasks is confirmed by the direct supervisor(s), without being necessary the direct evaluation of the assessor.
 - During the day-to-day OJT performance, the supervision aims at overseeing the complete process, including task completion, use of manuals and procedures, observance of safety measures, warnings and recommendations and adequate behaviour in the maintenance environment.
 - The supervisor(s) should personally observe the work being performed to ensure the safe completeness and should be readily available for consultation, if needed during the OJT performance.
 - The supervisor(s) should countersign the tasks and release the maintenance tasks as the trainee is still not qualified to do so.
 - The supervisor(s) should therefore:
 - have certifying staff or support staff privileges relevant to the OJT tasks;
 - be competent for the selected tasks;
 - be safety-orientated;
 - be capable to coach (setting objectives, giving training, performing supervision, evaluating, handling trainee's reactions and cultural issues, managing objectively and positively debriefing sessions, determining the need for extra training or reorientate the training, reporting, etc.);
 - be designated by the approved maintenance organisation to carry out the supervision.
8. Regarding the assessor, the following should be considered:

- The function of the assessor, as described in Section 6 of Appendix III to Part-66, is to conduct the final assessment of the completed OJT. This assessment should include confirmation of the completion of the required diversity and quantity of OJT and should be based on the supervisor(s) reports and feedback.
- In Section 6 of Appendix III to Part-66, the term “designated assessor appropriately qualified” means that the assessor should demonstrate training and experience on the assessment process being undertaken and should be authorised to do so by the organisation.

Further guidance about the assessment and the designated assessors is provided in Appendix III to AMC to Part-66.

- 9 The procedures for OJT 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 licencing authority is the same as the competent authority of the maintenance organisation. In other cases, it is up to the licencing authority to decide whether it accepts such procedures for the purpose of approving the OJT (refer to AMC 66.B.115).

AMC to Appendix III to Part-66 “Aircraft Type Training and Examination Standard. On-the-Job Training”

Aircraft type training and On-the-Job Training

The theoretical and practical training providers, as well as the OJT provider, may contract the services of a language translator in the case where training is imparted to students not conversant in the language of the training material. Nevertheless, it remains essential that the students understand all the relevant maintenance documentation.

During the performance of examinations and assessments, the assistance of the translator should be limited to the translation of the questions, but should not provide clarifications or help in relation to those questions.

APPENDICES TO AMC to PART-66

APPENDIX I

Aircraft Type Ratings

For Part-66 Aircraft Maintenance Licence

The following aircraft type ratings should be used to ensure a common standard throughout the Member States.

The inclusion of an aircraft type in the list does not indicate that the aircraft type has been already granted a type certificate under the Basic Regulation and its Implementing Rules.

In order to keep this list current and type ratings consistent, any relevant information should be first passed on to the Agency via the following link:

<http://easa.europa.eu/webgate/rulemaking-enquiry/>

Notes:

- When a modification is introduced by this Decision to an aircraft type rating or to an engine designation in the rating which affects licences already issued, the ratings on the AML licences may be modified in the next renewal or when the licence is reissued, unless there is an urgent reason to modify the licence.

In the following tables:

- The column *"TC Holder"* includes the TC holder as defined in the TCDS (EASA, FAA or other).
- Only the designations of ratings included in the column *"Part-66 Type rating endorsement"* should be used for endorsing individual type ratings on Part-66 licences.

GROUP 1 AEROPLANES

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
328 Support Services	328-100 series		Dornier 328-100 (PWC PW119)
	328-300 series		Dornier 328-300 (PWC PW306)
AIR TRACTOR	AT-802 Series		Air Tractor AT-800 Series (PWC PT6)
AIRBUS	A300 B1		Airbus A300 basic model (GE CF6)
	A300 B2-1A		
	A300 B2-1C		
	A300 B2-202		
	A300 B2-203		
	A300 B2K-3C		
	A300 B4-102		
	A300 B4-103		
	A300 B4-203		

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	A300 B4-2C A300 C4-203 A300 F4-203		
	A300 B2-320 A300 B4-120 A300 B4-220		Airbus A300 basic model (PW JT9D)
	A300 B4-601 A300 B4-603 A300 B4-605 R A300 C4-605 R Variant F A300 F4-605 R		Airbus A300-600 (GE CF6)
	A300 B4-622 A300 B4-622 R A300 F4-622 R		Airbus A300-600 (PW 4000)
	A300 B4-620 A300 C4-620		Airbus A300-600 (PW JT9D)
	A300F4-608ST	Beluga	Airbus A300-600ST (GE CF6)
	A310-203 A310-203 C A310-221 A310-304 A310-308		Airbus A310 (GE CF6)
	A310-324 A310-325		Airbus A310 (PW 4000)
	A310-204 A310-222 A310-322		Airbus A310 (PW JT9D)
	A318-120 series		Airbus A318 (PW 6000)
	A318-110 series A319-110 series A320-111 A320-210 series A321-110 series A321-210 series		Airbus A318/A319/A320/A321 (CFM56)
	A319-130 series A320-230 series A321-130 series A321-230 series		Airbus A319/A320/A321 (IAE V2500)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	A330-200 series A330-300 series		Airbus A330 (GE CF6)
	A330-220 series A330-320 series		Airbus A330 (RPW 4000)
	A330-240 series A330-340 series		Airbus A330 (RR RB 211 Trent 700)
	A340-210 series A340-310 series		Airbus A340 (CFM56)
	A340-540 series A340-640 series		Airbus A340 (RR RB 211 Trent 500)
	A350-900 series		Airbus A350 (RR Trent XWB)
	A380-860 series		Airbus A380 (EA GP7200)
	A380-840 series		Airbus A380 (RR RB 211 Trent 900)
AIRCRAFT INDUSTRIES	L-410 M/UVP	Turbolet	Let L-410 (Walter M601)
	L-410 UVP-E	Turbolet	
	L-410 UVP-E20	Turbolet	
	L-410 UVP-E20 CARGO	Turbolet	
	L-410 UVP-E9	Turbolet	
	L-410 UVP-E-LW	Turbolet	
	L-410 UVP-LW	Turbolet	
L-420		Let L-420 (Walter M601)	
ALENIA AERONAUTICA	C-27J		Alenia C-27 (Allison/RR AE2100)
ANTONOV	AN-26		Antonov AN26 (Ivchenko AI-24)
	AN-26B		
ATR-GIE Avions de Transport Régional	ATR 42-200		ATR 42-200/300 series (PWC PW120)
	ATR 42-300		
	ATR 42-320		
	ATR 42-400		ATR 42-400/500/72-212A (PWC PW120)
	ATR 42-500	42-500	
	ATR 42-500	42-600	
	ATR 72-212 A	72-500	
ATR 72-212 A	72-600		

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	ATR 72-101 ATR 72-102 ATR 72-201 ATR 72-202 ATR 72-211 ATR 72-212		ATR 72-100/200 series (PWC PW120)
BAE SYSTEMS	BAe ATP		ATP (PWC PW120)
	AVRO 146-RJ100 AVRO 146-RJ115 AVRO 146-RJ70 AVRO 146-RJ85 BAe 146 Series 100 BAe 146 Series 200 BAe 146 Series 300		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)
	HP.137 Jetstream Mk.1 HP.137 Jetstream Mk.1	Jetstream 1 Jetstream 2	HP.137 (Turbomeca Astazou)
	HS 748 Series 2A HS 748 Series 2B HS.748 Series 1 HS.748 Series 2		HS748 (RRD Dart)
	Jetstream 200		Jetstream 200 (Turbomeca Astazou)
	Jetstream 3100 Jetstream 3200	Jetstream 31 Jetstream 32/32EP	Jetstream 31/32 (Honeywell TPE331)
	Jetstream 4100		Jetstream 41 (Honeywell TPE331)
	BERIEV Aircraft Company	Be-200ES-E	
B-N GROUP Ltd. (Britten-Norman)	BN2T/-2/-2R/-4R/-4S	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)
BOEING COMPANY	B707-200 B707-200B B707-300 Series		Boeing 707 (PW JT4)
	B707-400 Series		Boeing 707 (RR Conway)
	B707-100	Long Body	Boeing 707/720 (PW JT3D)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	B707-100B B707-100B B707-300B Series B707-300C Series B720 B720B	Long Body Short Body	
	B727 Series B727-100 Series B727-100C Series B727-200 Series B727C Series		Boeing 727 (PW JT8D)
	B737-100 B737-200 B737-200C		Boeing 737-100/200 (PW JT8D)
	B737-300 B737-400 B737-500		Boeing 737-300/400/500 (CFM56)
	B737-600 B737-700 B737-800 B737-900 B737-900ER		Boeing 737-600/700/800/900 (CFM56)
	B747-100		Boeing 747-100 (PW JT9D)
	B747-200B B747-200C B747-200F B747-300		Boeing 747-200/300 (GE CF6)
	B747-200B B747-200C B747-200F B747-300		Boeing 747-200/300 (PW JT9D)
	B747-200B B747-200C B747-200F B747-300		Boeing 747-200/300 (RR RB211)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	B747-400 B747-400F/SF(BCF)		Boeing 747-400 (GE CF6)
	B747-400 B747-400F/SF(BCF)		Boeing 747-400 (PW 4000)
	B747-400 B747-400F/SF(BCF)		Boeing 747-400 (RR RB211)
	B747-8F B747-8I	Freighter Intercontinental	Boeing 747-8 (GE GENx)
	B747SP		Boeing 747SP (PW JT9D)
	B747SP		Boeing 747SP (RR RB211)
	B757-200 B757-200PF B757-300		Boeing 757-200/300 (PW 2000)
	B757-200 B757-200PF B757-300		Boeing 757-200/300 (RR RB211)
	B767-200 B767-300		Boeing 767-200/300 (PW 4000)
	B767-200 B767-300		Boeing 767-200/300 (PW JT9D)
	B767-200 B767-300 B767-300F B767-400ER		Boeing 767-200/300/400 (GE CF6)
	B767-300		Boeing 767-300 (RR RB211)
	B777-200 B777-200LR B777-300ER B777F	Freighter	Boeing 777-200/300 (GE 90)
	B777-200 B777-300		Boeing 777-200/300 (PW 4000)
	B777-200 B777-300		Boeing 777-200/300 (RR RB211 Trent 800)
	B787-8	Dreamliner	Boeing 787-8 (GE GENx)
	B787-8	Dreamliner	Boeing 787-8 (RR RB 211 Trent 1000)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
BOMBARDIER	BD-100-1A10	Challenger 300	Bombardier BD-100-1A10 (Honeywell AS907)
	BD-700-1A10	Global Express	Bombardier BD-700 Series (RRD BR710)
	BD-700-1A11	Global 5000	
	CL600-1A11	Challenger 600	Bombardier CL-600-1A11 (Honeywell ALF502)
	CL-600-2A12 (601 Variant)	Challenger 601	Bombardier CL-600-2A12/-2B16 (variant CL 601/601-3A/3R) (GE CF34)
	CL-600-2B16 (601-3A Variant)	Challenger 601-3A	
	CL-600-2B16 (601-3R Variant)	Challenger 601-3R	
	CL-600-2B16 (CL 604 Variant)	Challenger-604 (MSN < 5701)	Bombardier CL-600-2B16 (variant CL 604) (GE CF34)
	CL-600-2B16 (CL 604 Variant)	Challenger-605 (MSN > 5701)	
	CL-600-2B19	Regional Jet Series 100	Bombardier CL-600-2B19 (GE CF34)
	CL-600-2C10	Regional Jet Series 700/701/702	Bombardier CL-600-2C10/-2D15/-2D24/-2E25 (GE CF34)
	CL-600-2D15	Regional Jet Series 705	
	CL-600-2D24	Regional Jet Series 900	
	CL-600-2E25	Regional Jet Series 1000	
DHC-8-101	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	
DHC-8-102	DHC-8 Series 100		
DHC-8-103	DHC-8 Series 100		
DHC-8-106	DHC-8 Series 100		
DHC-8-201	DHC-8 Series 200		
DHC-8-202	DHC-8 Series 200		
DHC-8-301	DHC-8 Series 300		
DHC-8-311	DHC-8 Series 300		
DHC-8-314	DHC-8 Series 300		
DHC-8-315	DHC-8 Series 300		
DHC-8-400	DHC-8 Series 400		Bombardier DHC-8-400 (PWC PW150)
DHC-8-401	DHC-8 Series		

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	DHC-8-402	400 DHC-8 Series 400	
	CL-215-1A10		Canadair CL-215 (PW R2800)
	CL-215-6B11 (CL-215T Variant)		Canadair CL-215 (PWC PW120)
	CL-215-6B11 (CL-415 Variant)		Canadair CL-415 (PWC PW123)
CESSNA AIRCRAFT Company	401/402		Cessna 401/402 (Continental)
	404		Cessna 404 (Continental)
	411		Cessna 411 (Continental)
	414		Cessna 414 (Continental)
	421		Cessna 421 (Continental)
	425	Corsair/ Conquest I	Cessna 425 (PWC PT6)
	441		Cessna 441 (Honeywell TPE331)
	500	Citation/ Citation I	Cessna 500/ 501/551 (PWC JT15D)
	501	Citation I	
	510		Cessna 510 (PWC PW615)
	525	Citation Jet CJ1	Cessna 525/525A (Williams FJ 44)
	525A	Citation Jet CJ2	
	525B	Citation Jet CJ3	Cessna 525B/C (Williams FJ 44)
	525C	Citation Jet CJ4	
	550	Citation II	Cessna 550/560 (PWC JT15D)
	560	Citation V	
	560	Citation Ultra	
	S550	Citation S/II	
	550	Citation Bravo	Cessna 550/560 (PWC PW530/535)
	560	Citation Encore	
560	Citation Encore +		
560 XLS	Citation XLS	Cessna 560XL/XLS (PWC PW545)	
560 XLS+	Citation XLS+		
560 XL	Citation Excel		
650	Citation III, VI	Cessna 650 (Honeywell TFE731)	
650	Citation VII		
680	Sovereign	Cessna 680 (PWC PW306)	
750	Citation X	Cessna 750 (RR Corp AE3007C)	
DASSAULT AVIATION	Falcon 10		Falcon 10 (Honeywell TFE731)
	Fan Jet Falcon Fan Jet Falcon Series C	(Basic) Fan Jet Falcon	Falcon 20 (GE CF700)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	Fan Jet Falcon Series D Fan Jet Falcon Series E Fan Jet Falcon Series F		
	Fan Jet Falcon Series G Mystère Falcon 200 Mystère Falcon 20GF		Falcon 200 (Honeywell ATF 3-6)
	Falcon 2000		Falcon 2000 (CFE 738)
	Falcon 2000EX		Falcon 2000EX (PWC PW308)
	Falcon 2000EX Falcon 2000EX Falcon 2000EX	F2000EX EASy F2000DX F2000LX	Falcon 2000EX EASy (PWC PW308)
	Mystère Falcon 20-C5 Mystère Falcon 20-D5 Mystère Falcon 20-E5 Mystère Falcon 20-F5		Falcon 20-5 (Honeywell TFE731)
	Mystère Falcon 50		Falcon 50 (Honeywell TFE731)
	Mystère Falcon 50	F50EX	Falcon 50EX (Honeywell TFE731)
	Falcon 7X		Falcon 7X (PWC PW307A)
	Mystère Falcon 900 Mystère Falcon 900	F900B	Falcon 900 (Honeywell TFE731)
	Mystère Falcon 900	F900C	Falcon 900C (Honeywell TFE731)
	Falcon 900EX		Falcon 900EX (Honeywell TFE731)
	Falcon 900EX Falcon 900EX Falcon 900EX	F900EX EASy F900DX F900LX	Falcon 900EX EASy (Honeywell TFE731)
DORNIER Seastar	Seastar CD2		Dornier Seastar CD2 (PWC PT6)
EADS CASA	C-212-CB C-212-CC C-212-CD C-212-CE C-212-CF	Aviocar Aviocar Aviocar Aviocar Aviocar	CASA C-212 (Honeywell TPE331)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	C-212-DD	Aviocar	
	C-212-DF	Aviocar	
	C-212-EE	Aviocar	
	C-212-VA	Aviocar	
	C-212-DE	Aviocar	
	C-295		CASA C-295 (PWC PW127)
	CN-235		CASA CN-235 (GE CT7)
	CN-235-100		
	CN-235-200		
CN-235-300			
ECLIPSE AEROSPACE Inc.	EA500		Eclipse EA500 (PWC PW610)
EMBRAER	EMB-110P1	Bandeirante	Embraer EMB-110 (PWC PT6)
	EMB-110P2	Bandeirante	
	EMB-121A	Xingu I	Embraer EMB-121 (PWC PT6)
	EMB-121A1	Xingu II	
	EMB-120	Brasilia	Embraer EMB-120 (PWC PW110 Series)
	EMB-120ER	Brasilia	
	EMB-120RT	Brasilia	
	EMB-135BJ	Legacy 600 Legacy 650	Embraer EMB-135/145 (RR Corp AE3007A)
	EMB-135ER		
	EMB-135LR		
	EMB-145		
	EMB-145EP		
	EMB-145ER		
EMB-145EU			
EMB-145LR			
EMB-145LU			
EMB-145MK			
EMB-145MP			
EMB-500	Phenom 100	Embraer EMB-500 (PWC PW617)	
EMB-505	Phenom 300	Embraer EMB-505 (PWC PW535)	
ERJ 170-100 LR	ERJ-170	Embraer ERJ-170 Series (GE CF34)	
ERJ 170-100 STD	ERJ-170		
ERJ 170-200 LR	ERJ-175		
ERJ 170-200 STD	ERJ-175		
ERJ 190-100 ECJ	Lineage 1000	Embraer ERJ-190 Series (GE CF34)	
ERJ 190-100 IGW	ERJ-190 AR		
ERJ 190-100 LR	ERJ-190		
ERJ 190-100 SR	ERJ-190		
ERJ 190-100 STD	ERJ-190		
ERJ 190-200	ERJ-195 AR		

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	IGW ERJ 190-200 LR	ERJ-195	
	ERJ 190-200 STD	ERJ-195	
MARYLAND AIR INDUSTRIES (FOKKER- FAIRCHILD)	F-27A to -M FH-227 FH-227B FH-227C FH-227D FH-227E		Fokker F27/Fairchild F-27/FH-227 (RRD Dart)
FOKKER SERVICES	F27 Mark 100 F27 Mark 200 F27 Mark 300 F27 Mark 400 F27 Mark 500 F27 Mark 600 F27 Mark 700	Friendship Friendship Friendship Friendship Friendship Friendship Friendship	
FOKKER SERVICES	F27 Mark 050 F27 Mark 0502 F27 Mark 0604	Fokker 50 Fokker 50 Fokker 60	Fokker 50/60 Series (PWC PW 125/127)
	F28 Mark 0070 F28 Mark 0100	Fokker 70 Fokker 100	Fokker 70/100 (RRD Tay)
	F28 Mark 1000 F28 Mark 1000C F28 Mark 2000 F28 Mark 3000 F28 Mark 3000C F28 Mark 3000R F28 Mark 3000RC F28 Mark 4000	Fellowship Fellowship Fellowship Fellowship Fellowship Fellowship Fellowship	Fokker F28 Series (RRD Spey)
GOMOLZIG			Dornier Do 28 (Walter M601)
GOVERNMENT AIRCRAFT FACTORIES (ASTA)	N22/N22A to N22S N24/N24A		Nomad N22/24 Series (RR Corp 250)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
GROB Luft- und Raumfahrt			Grob G 520 Series (Honeywell TPE331)
GULFSTREAM AEROSPACE Corporation	G-1159	Gulfstream II	Gulfstream G-1159 Series (RRD Spey)
	G-1159A G-1159B	Gulfstream IIB Gulfstream III	
	G-159	Gulfstream I	Gulfstream G-159 (RRD Dart)
	GIV (G300) GIV (G400) G-IV/GIV-SP	Gulfstream G300 Gulfstream G400 Gulfstream G-IV/GIV-SP	Gulfstream G-IV Series (RRD Tay)
	GIV-X (G350) GIV-X (G450)	Gulfstream G350 Gulfstream G450	Gulfstream GIV-X Series (RRD Tay)
	GV	Gulfstream GV	Gulfstream GV basic model (RRD BR710)
	GV-SP (G500) GV-SP (G550)	Gulfstream G500 Gulfstream G550	Gulfstream GV-SP Series (RRD BR710)
GULFSTREAM AEROSPACE LP (GALP) c/o Israel Aircraft Industries	1125 Westwind Astra		Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)
	Astra SPX		
	G100	Gulfstream 100	
GULFSTREAM AEROSPACE LP (GALP) c/o Israel Aircraft Industries	Gulfstream 200 / IAI Galaxy	Galaxy 200	Gulfstream (IAI) 200/Galaxy (PWC PW306)
	Gulfstream G150	Gulfstream G150	Gulfstream (IAI) G150 (Honeywell TFE731)
HAWKER BEECHCRAFT Corporation	65-90 65-A90 65-A90-1 65-A90-2 65-A90-4 B90 C90 C90A C90GT C90GTi E90 F90	King Air	Beech 90 Series (PWC PT6)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	H90		
	200/A200 200C/A200C 200CT/A200CT 200T B200 B200C B200CGT B200CT B200GT B200T		Beech 200 Series (PWC PT6)
	390	Premier 1, 1A	Beech 390 (Williams FJ44)
	99 100 99A A100 A100A/C A99 A99A B99 C99	King Air King Air King Air Airliner Airliner Airliner Airliner	Beech 99/100 Series (PWC PT6)
	B100		Beech B100 (Honeywell TPE331)
	1900 1900C 1900D	Airliner Airliner Airliner	Beech 1900 (PWC PT6)
	300 300LW B300 B300C	Super King Air Super King Air Super King Air 350 Super King Air 350 C	Beech 300 Series (PWC PT6)
	400 400A 400T MU-300 MU-300-10	Beechjet Beechjet (Hawker 400XP) Beechjet Diamond I/IA Diamond II	Beech 400/Mitsubishi MU-300 (PWC JT15)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	BH.125 series 400 BH.125 series 600 DH.125 series 1 DH.125 series 3 DH.125 series 400 HS.125 series 1 HS.125 series 3 HS.125 series 400 HS.125 series 600 HS.125 series F3 HS.125 series F400 HS.125 series F600	"Beechcraft Hawker" "Beechcraft Hawker" "Hawker Siddeley" "Hawker Siddeley"	BAe 125 Series (RR Viper)
	BAe.125 series 800 BH.125 series 400 BH.125 series 600 DH.125 series 1 DH.125 series 3 DH.125 series 400 Hawker 800 HS.125 series 3 HS.125 series 600 HS.125 series 700 HS.125 series F3 HS.125 series F400 HS.125 series F600	"Beechcraft Hawker" "Beechcraft Hawker" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley" "Hawker Siddeley"	BAe 125 Series /700/800 (Honeywell TFE731)
	BAe.125 series 1000A/B Hawker 1000		BAe 125 Series 1000 (PWC PW305)
	Hawker 750 Hawker 800XP Hawker 850XP	Hawker 750 Hawker 800XP Hawker 850XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	Hawker 900XP	Hawker 900XP	
	4000	Hawker 4000	Hawker 4000 (PWC PW308)
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121	Jetcommander	IAI 1121/1123 (GE CJ610)F
	IAI 1121A	Jetcommander	
	IAI 1121B	Jetcommander	
	IAI 1123	Commodore Jet	
	IAI 1124	Westwind	IAI 1124 (Honeywell TFE731)
	IAI 1124A	Westwind	
KELOWNA (Convair)	440		Convair 580 (RR Corp 501)
LEARJET	LJ 23		Learjet 23 (GE CJ610)
	24 /24A		Learjet 24/25 (GE CJ610)
	24B / 24B-A		
	24C		
	24D / 24D-A		
	24E		
	24F / 24F-A		
	25		
	25A		
	25B		
	25C		
	25D		
	25F		
	31 / 31A		Learjet 31 (Honeywell TFE731)
	35 / 35A		Learjet 35/36 (Honeywell TFE731)
36 / 36A			
55 / 55B / 55C		Learjet 55 (Honeywell TFE731)	
Learjet 60	LJ60 LJ60XR	Learjet 60 (PWC PW305)	
Learjet 40	LJ45	Learjet Model 45 (Honeywell TFE731)	
Learjet 45	LJ40XR LJ45 LJ 45XR		
LOCKHEED MARTIN Corporation	1329-25	JetStar II	Lockheed 1329 (Honeywell TFE731)
	1329-23D	JetStar	Lockheed 1329 PW (PW JT12)
	Model 188C	Electra	Lockheed 188 (RR Corp 501)
	Model L188A	Electra	

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	382G	Hercules	Lockheed 382 (RR Corp 501)
	L-1011-385-1	TriStar	Lockheed L-1011 (RR RB211)
	L-1011-385-1-15	TriStar	
	L-1011-385-3	TriStar	
M7 AEROSPACE	SA-26-T		Fairchild SA26-T (PWC PT6)
	SA26AT		Fairchild SA26 AT (Honeywell TPE331)
	SA226-AT SA226-T SA226-T(B) SA226-TC		Fairchild SA226 (Honeywell TPE331)
	SA227-AC SA227-AT SA227-BC SA227-CC SA227-DC SA227-TT	Swearingen Metro Swearingen Metro	Fairchild SA227 Series (Honeywell TPE331)
	SA227-PC	Swearingen Metro	Fairchild SA227 Series (PWC PT6)
	McDONNELL DOUGLAS Corporation	DC-10-10 DC-10-30 DC-10-30F	
DC-8 Series 70 DC-8 Series 70F			DC-8 (CFM56)
DC-8 Series 50 DC-8 Series 60 DC-8 Series 60F DC-8F			DC-8 (PW JT3D)
DC-8 Series 40			DC-8 (RR Conway)
DC-9-10 Series DC-9-20 Series DC-9-30 Series DC-9-40 Series DC-9-50 Series			DC-9 (PW JT8D)
717-200			MD 717-200 (RRD BR700-715)
MD-11 MD-11F			MD-11 (GE CF6)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	MD-11		MD-11 (PW 4000)
	DC-9-81 (MD-81) Series DC-9-82 (MD-82) Series DC-9-83 (MD-83) Series DC-9-87 (MD-87) Series MD-88	MD-81 MD-82 MD-83 MD-87	MD-80 Series (PW JT8D)
	MD-90 Series		MD-90 (IAE V2500)
MITSUBISHI Heavy Industries	MU-2B-26A MU-2B-36A MU-2B-40 MU-2B-60		Mitsubishi MU-2B (Honeywell TPE331)
PIAGGIO Aero Industries	P.166 DP1		Piaggio P166 (PWC PT6)
	P180 P180	Avanti Avanti II	Piaggio P180 Avanti/Avanti II (PWC PT6)
PILATUS AIRCRAFT	PC-12 PC-12/45 PC-12/47 PC-12/47E		Pilatus PC-12 (PWC PT6)
PIPER AIRCRAFT	PA31T to T3	Cheyenne	Piper PA-31T Series (PWC PT6)
	PA-42-1000	Cheyenne 400LS	Piper PA-42 (Honeywell TPE-331)
	PA-42 PA-42-720 PA-42-720R	Cheyenne III Cheyenne IIIA	Piper PA-42 (PWC PT6)
	PA-46-500TP	Malibu Meridian	Piper PA-46-500TP (PWC PT6)
POLSKIE ZAKLADY LOTNICZE	PZL M28 00 PZL M28 02 PZL M28 05		PZL M 28 (PWC PT6)
REIMS AVIATION	F 406	Caravan II	Reims-Cessna F 406 (PWC PT6)
RUAG Aerospace Services GmbH	DO 28 D-6 Dornier 128-6		Dornier Do 28 Series (PWC PT6)
	228-100 series 228-200 series		Dornier 228 (Honeywell TPE331)
SAAB AB, SAAB Aerosystems	340A(SF340A) 340B	Saab-Fairchild 340A	Saab (SF) 340 (GE CT7)
	2000		Saab 2000 (RR Corp AE2100)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
SABRELINER Corporation	NA-265-65		Sabreliner NA-265 (Honeywell TFE731)
	NA-265-65		Sabreliner NA-265 (PW JT12)
SHORT BROTHERS	Skyvan		Shorts SC7 (Honeywell TPE331)
	SD3-30	Variant 200	Shorts SD3 Series-30/SD3-60 (PWC PT6)
	SD3-60	Variant 200	
	SD3-60 SHERPA	Variant 200	
SD3-SHERPA	Variant 200		
SOCATA	TBM 700 A	TBM 850	Socata TBM 700/850 (PWC PT6)
	TBM 700 B		
	TBM 700 C1		
	TBM 700 C2		
	TBM 700 N		
TUPOLEV PSC	TU 204-120CE		Tupolev TU 204 (RR RB211)
TWIN COMMANDER AIRCRAFT Corporation	681		Twin Commander 680/681/690/695 Series (Honeywell TPE331)
	690		
	695		
	680-T		
	680-V		
	680-W		
	690A		
	690B		
	690C		
	690D		
	695A		
695B			
VIKING AIR (Bombardier) (De Havilland)	DHC-6-1	Twin Otter	De Havilland DHC-6 (PWC PT6)
	DHC-6-100/110		
	DHC-6-200/210		
	DHC-6-300/310/320		
	DHC-6-400		
	DHC-7-100		De Havilland DHC-7 (PWC PT6)
	DHC-7-101		
	DHC-7-102		
	DHC-7-103		
	DHC-7-110		
DHC-7-111			
VULCANAIR	AP68TP300	Spartacus	Vulcanair AP68TP Series (RR Corp 250)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	AP68TP600	Viator	
	SF600 SF600A		Vulcanair SF600 (RR Corp 250)

GROUP 1 HELICOPTERS

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
AGUSTA	A109E A109N A109S AW109SP		Agusta A109 Series (PWC PW206/207)
	A109 A109A A109AII A109C		Agusta A109 Series (RR Corp 250)
	A109K2		Agusta A109 (Turbomeca Arriel 1)
	A109E A109LUH		Agusta A109 Series (Turbomeca Arrius 2)
	AB139 AW139		Agusta AB139/AW139 (PWC PT6)
	EH101-500 Series EH101-510 Series EH101-300		Agusta/Westland EH-101 (GE CT7)
	AB 212		Bell 212/Agusta AB212 (PWC PT6)
BELL HELICOPTER TEXTRON, INC.	212		
AGUSTA	AB 204 B Series AB 205 A1		Agusta AB204, AB205/Bell 204, 205 (Honeywell T53)
BELL HELICOPTER TEXTRON, INC.	204B 205A-1		
BELL HELICOPTER TEXTRON, INC	412 412EP 412CF		Bell 412/Agusta AB412 (PWC PT6)
AGUSTA	AB 412 AB 412 EP		
BELL HELICOPTER TEXTRON	214B 214B-1		Bell 214 (Honeywell T5508)
	214ST		Bell 214ST(GE CT7)
BELL HELICOPTER CANADA	222 222B 222U		Bell 222 (Honeywell LTS 101)
	230 230 230	230 Executive 230 Utility 230 EMS	Bell 230 (RR Corp 250)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement	
	427		Bell 427 (PWC PW207D)	
	429		Bell 429 (PWC PW207D)	
	430		Bell 430 (RR Corp 250)	
ERICKSON AIR-CRANE	EAC S-64F		Erickson S-64 (PW JFTD 12)	
EUROCOPTER	SA 330 F SA 330 G SA 330 J		Eurocopter SA 330 (Turbomeca Turmo)	
	AS 332 C AS 332 L AS 332 C1 AS 332 L1		Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	
	AS 332 L2		Eurocopter AS 332 L2 (Turbomeca Makila 1A2)	
	AS 355 E AS 355 F AS 355 F1 AS 355 F2		Eurocopter AS 355 (RR Corp 250)	
	AS 355 N AS 355 NP		Eurocopter AS 355 (Turbomeca Arrius 1)	
	SA 365 N	Dauphin	Eurocopter SA 365 N (Turbomeca Arriel 1)	
	SA 365 N1 AS 365 N2	Dauphin Dauphin	Eurocopter SA 365 N1, AS 365 N2 (Turbomeca Arriel 1)	
	AS 365 N3	Dauphin	Eurocopter AS 365 N3 (Turbomeca Arriel 2C)	
	EC 155 B EC 155 B1		Eurocopter EC 155 (Turbomeca Arriel 2)	
	EC 225 LP		Eurocopter EC 225 (Turbomeca Makila 2A)	
	SA 365 C SA 365 C1 SA 365 C2 SA 365 C3	Dauphin Dauphin Dauphin Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	
	SA 366 G1	Dauphin	Eurocopter SA 366 G1 Series (Lycoming LTS101)	
	EUROCOPTER DEUTSCHLAND GmbH	BO 105 A BO 105 C BO 105 D Series		BO 105 series (RR Corp 250)
		BO 105 LS A-1 BO 105 LS A-3 BO 105 S		
		EC 135 P1 Series EC 135 P2 Series EC 635 P2+		Eurocopter EC 135 (PWC PW206)
		EC 135 T1 Series EC 135 T2		Eurocopter EC 135 (Turbomeca Arrius 2B)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	Series EC 635 T1 EC 635 T2 Series		
	MBB-BK 117 A Series MBB-BK 117 B Series		Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)
	MBB-BK 117 C1		Eurocopter MBB-BK 117 C1 (Turbomeca Arriel 1)
	MBB-BK 117 C2	EC145	Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)
KAMAN AEROSPACE CORPORATION	K-1200		Kaman K-1200 (Honeywell T5317)
KAMOV	Ka-32A11BC		Kamov Ka 32 (Klimov)
MD HELICOPTERS, Inc.	MD900		MD Helicopters MD900 (PWC PW206/207)
PZL-SWIDNIK	W-3A W-3AS		PZL-Swidnik W-3A/W-3AS (Rzeszow PZL- 10W)
AGUSTA	AS61N AS61NI		Agusta AS61N/Sikorsky S-61N (GE CT58)
SIKORSKY AIRCRAFT	S-61N S-61NM		
SIKORSKY AIRCRAFT	S-58 BT to JT		Sikorsky S-58 (PWC PT6T)
	S-76A		Sikorsky S-76A (RR Corp 250)
	S-76A S-76A	S-76A+ S-76A++	Sikorsky S-76 (Turbomeca Arriel 1)
	S-76B	S-76B	Sikorsky S-76B (PWC PT6)
	S-76C		Sikorsky S-76C (Turbomeca Arriel 1)
	S-76C S-76C	S-76C+ S-76C++	Sikorsky S-76C (Turbomeca Arriel 2)
	S-92A		Sikorsky S-92A (GE CT7-8)

SUB-GROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)

TC holder	Part-66 Type rating endorsement
AERO VODOCHODY	Aero Ae-270 (PWC PT6)
AIR TRACTOR	Air Tractor AT-302 (Lycoming LTP-101) Air Tractor AT-400/500/600 Series (PWC PT6)
ALENIA AERMACCHI	Aermacchi SF260 (RR Corp 250)
ALLIED AG CAT Productions	Grumman G-164 (PWC PT6)
CESSNA AIRCRAFT Company	Cessna (Soloy) 206/207 (RR Corp 250) Cessna 208 Series (PWC PT6) Cessna 210 (RR Corp 250)
EADS PZL "WARSZAWA-OKECIE"	EADS PZL PZL-106 BT (Walter M601) EADS PZL PZL-106 BTU (PWC PT6)
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	Extra EA-400-500 (RR Corp 250)
MAULE AEROSPACE TECHNOLOGY	Maule MX-7 (RR Corp 250)
PACIFIC AEROSPACE Corporation	PAC 750XL (PWC PT6)
PILATUS AIRCRAFT	Pilatus PC-6 Series (Turbomeca Astazou) Pilatus PC-6 (PWC PT6) Pilatus PC-6 Series (Honeywell TPE 331)
THRUSH AIRCRAFT	Ayres S2R Series (PWC PT6)
VIKING AIR (Bombardier) (De Havilland)	De Havilland DHC-2 (PWC PT6)
ZLIN AIRCRAFT	Zlin Z-37 T Series (Walter M601)

SUB-GROUP 2b: SINGLE TURBINE ENGINE HELICOPTERS (Other than those in Group 1)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement	
AGUSTA	A119 AW119 MkII	Koala Koala	Agusta A119/ Agusta AW119MkII (PWC PT6)	
BELL HELICOPTER CANADA	407		Bell 407 (RR Corp 250)	
AGUSTA	AB 206A AB 206B		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206 Series from A to L			
THE ENSTROM HELICOPTER CORPORATION	480		Enstrom 480 (RR Corp 250)	
EUROCOPTER	AS 350 B AS 350 B1 AS 350 B2 AS 350 BA AS 350 BB	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 1)	
	AS 350 B3		Eurocopter AS 350 (Turbomeca Arriel 2)	
	AS 350 D		Eurocopter AS 350 (Honeywell LTS 101)	
	EC 120 B	Colibri	Eurocopter EC 120 (Turbomeca Arrius 2F)	
	EC 130 B4		Eurocopter EC 130 (Turbomeca Arriel 2B)	
	SA 315 B	Lama	Eurocopter SA 315B (Turbomeca Artouste)	
	SA 3180 SA 318 B SA 318 C	Alouette-Astazou	Eurocopter SA 318 (Turbomeca Astazou)	
	SA 319 B	Alouette III	Eurocopter SA 319 (Turbomeca Astazou XIV)	
	SA 341 G	Gazelle	Eurocopter SA 341 (Turbomeca Astazou)	
	SA 342 J	Gazelle	Eurocopter SA 342 J (Turbomeca Astazou XIV)	
	SA 360C	Dauphin	Eurocopter SA 360 (Turbomeca Astazou XVIIIA)	
	SE 3160 SA 316 B SA 316 C	Alouette III	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
	MD HELICOPTERS INC. (MDHI)	369 H series 369 D, E and FF NH-500D		MD Helicopters 369 Series/SEI NH-500D (RR Corp 250)
	MD HELICOPTERS INC. (MDHI)	500N		MD Helicopters 500N/600N AMD500N (RR Corp 250)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
	600N		
Mecaer Aviation Group	AMD-500N		
PZL-SWIDNIK	SW-4		PZL SW-4 (RR Corp 250)
ROBINSON HELICOPTER COMPANY	R66		Robinson R66 (RR Corp 250)
SCHWEIZER AIRCRAFT CORPORATION	269D		Schweizer 269D (RR Corp 250)

SUB-GROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (Other than those in Group 1)

TC holder	Model	Commercial Designation	Part-66 Type rating endorsement
ANTARES INTERNATIONAL	SH-4		Silvercraft SH-4 (Franklin)
AGUSTA	AB 102		Agusta AB 102 (PW S1H4)
BRANTLY INTERNATIONAL, INC.	B-2		Brantly B2 (Lycoming)
HELICOPTÈRES GUIMBAL	G2	Cabri	Cabri G2 (Lycoming)
THE ENSTROM HELICOPTER CORPORATION	F-28 series		Enstrom F-28/280 (Lycoming)
	280 series		Enstrom F-28/280 (Lycoming)
Mecaer Aviation Group	NH 300C	Model 300C	Schweizer/Breda Nardi 269/300 (Lycoming)
SCHWEIZER AIRCRAFT CORPORATION	269A	Model 300C	
	269B	Model 300C	
	269C	Model 300C	
	269C-1	Model 300C	
ROBINSON HELICOPTER COMPANY	R22 R22 ALPHA R22 BETA R22 MARINER R44 R44 II		Robinson R22/R44 Series (Lycoming)
SIKORSKY AIRCRAFT	S-58 A to J		Sikorsky S-58 (Wright Cyclone)

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)

TC holder	Part-66 Type rating endorsement
AERO Sp.z.o.o	Aero AT-3 (Rotax)
AEROSTAR AIRCRAFT Corporation	Piper PA-60/61 Series (Lycoming)
AIR TRACTOR	Air Tractor AT-250/300 (PW R985) Air Tractor AT-301/401/501 (PW R1340) Air Tractor AT-401 (PZL-3S)
Air Transport Group Holdings, Inc	Lake C/LA Series (Lycoming)
AIRCRAFT Design and Certification	(WD) D4 Fascination (Rotax)
AIRCRAFT INDUSTRIES	Let L 200 (LOM) Let Z-37 Series (LOM)
ALENIA AERMACCHI	Aermacchi F260 Series (Lycoming) SIAI-Marchetti S.205 (Franklin) SIAI-Marchetti S.205/S.208 (Lycoming) Bellanca 14-19 Series (Continental) Bellanca 17-30/17-31 Series (Continental)
ALLIED AG CAT Productions	Grumman G-164 (Continental) Grumman G-164 (Jacobs) Grumman G-164 (PW R Series)
ALPHA AVIATION	Robin HR 200/ R 2000 series (Lycoming)
AMERICAN CHAMPION	Champion 7 (Superior) Champion 7 (Lycoming) Champion 8 Series (Lycoming)
AQUILA Aviation by Excellence AG	Aquila AT01 (Rotax)
B-N GROUP Ltd. (Britten-Norman)	Britten-Norman BN.2A Mark III (Lycoming) Britten-Norman BN2A Series (Lycoming) Britten-Norman BN2B Series (Lycoming)
CEAPR	Robin ATL / ATL S (JPX 4T60) Robin ATL L (Limbach L2000) Robin DR 220 series (Continental) Robin DR 250 series (Lycoming) Robin DR 300 series (Lycoming) Robin DR 400 series (Lycoming) Robin DR 400 Series (Thielert) Robin DR 400RP (Porsche) Robin HR 100 series (Continental) Robin HR 100 series (Lycoming) Robin R 1180 series (Lycoming) Robin R 3000 series (Lycoming)
CESSNA AIRCRAFT Company	Cessna 150 Series (Rotax) Cessna 175 Series (Continental) Cessna 175 Series (Lycoming) Cessna 177 Series (Lycoming) Cessna 180 Series (Continental) Cessna 185 Series (Continental)

TC holder	Part-66 Type rating endorsement
	Cessna 188 (Continental) Cessna 206 Series (Continental) Cessna 206 Series (Lycoming) Cessna 206 Series (Thielert) Cessna 207 Series (Continental) Cessna 210 Series (Continental) Cessna 310/320 Series (Continental) Cessna 335 (Continental) Cessna 336 (Continental) Cessna 340 (Continental) Cessna T303 (Continental) Cessna/Reims-Cessna 150/F150 Series (Continental) Cessna/Reims-Cessna 152/F152 Series (Lycoming) Cessna/Reims-Cessna 172/F172 Series (Continental) Cessna/Reims-Cessna 172/F172 Series (Lycoming) Cessna/Reims-Cessna 172/F172 Series (Thielert) Cessna/Reims-Cessna 182/F182 Series (Continental) Cessna/Reims-Cessna 182/F182 Series (Lycoming) Cessna/Reims-Cessna 182/F182 Series (SMA) Cessna/Reims-Cessna 337 Series (Continental) (not pressurised) Cessna/Reims-Cessna 337 Series (Continental) (pressurised) Cessna C300/C350/C400 (Continental)
CIRRUS Design Corporation	Cirrus SR20/SR22/SR22T Series (Continental) Cirrus SR22 Series (Thielert)
COMMANDER PREMIER AIRCRAFT CO.	Commander 112 (Lycoming) Commander 114 (Lycoming)
DE HAVILLAND Support	Beagle B.121 series 1 (Continental) Beagle B.121 series 2/3 (Lycoming)
DIAMOND AIRCRAFT Industries	Diamond DA20 (Continental) Diamond DA20/DV20 (Rotax) Diamond DA40 (Austro Engine) Diamond DA40 (Lycoming) Diamond DA40 D (Thielert) Diamond DA42 Series (Austro Engine) Diamond DA42 Series (Thielert)
DYNAC AEROSPACE Corporation	Aerocommander 100 (Lycoming)
Dyn'aviation	CAP 10 (Lycoming) CAP 20/21 (Lycoming) CAP 230 Series (Lycoming)
EADS Deutschland Military Air Syst	Bölkow BO 208 (Continental) Bölkow BO 209 (Lycoming) Bölkow F.207 (Continental) Bölkow F.207 (Lycoming)

TC holder	Part-66 Type rating endorsement
	SIAT 223 (Lycoming)
EADS PZL "WARSZAWA-OKECIE"	PZL-104 Wilga (Lycoming) PZL-104 Wilga Series (PZL) PZL-104A Wilga (Ivchenko)
EIS GmbH	RS 180 (Lycoming)
EVEKTOR	Evektor EV-97 (Rotax)
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	Extra EA-300 Series (Lycoming) Extra EA-400 (Continental)
FFA ALTENRHEIN	AS202 Series (Lycoming)
FFT GYROFLUG	SC01 Series (Lycoming)
FLS AEROSPACE	Club Sprint/Sprint 160 (Lycoming) OA7 Optica Series (Lycoming)
Fournier, René	RF 47 (Limbach) RF 6B (Continental) RF 6B (Lycoming)
FUJI Heavy Industries	Fuji FA-200 Series (Lycoming)
GA8 Airvan Pty Ltd	Gippsland GA8 (Lycoming)
GARDAN	Gardan GY 80 (Lycoming)
GENERAL AVIA Costruzioni Aeronautiche	General Avia F.22 (Lycoming) General Avia F20 Series (Lycoming)
GOMOLZIG	Ruschmeyer R90-230RG (Lycoming)
GROB Luft- und Raumfahrt	Grob G115/120 Series (Lycoming)
HAWKER BEECHCRAFT Corporation	Beech 23 Series (Lycoming) Beech 24 Series (Lycoming) Beech 33 Series (Continental) Beech 35 Series (Continental) Beech 36 Series (Continental) Beech 50 Series (Lycoming) Beech 55 Series (Continental) Beech 56 Series (Lycoming) Beech 58 Series (Continental) Beech 58P (Continental) Beech 58TC (Continental) Beech 60 Series (Lycoming) Beech 65-80 Series (Lycoming) Beech 76 (Lycoming) Beech 77 (Lycoming) Beech 95 Series (Lycoming) Beech A23 (Continental)
Hoffmann GmbH & Co. KG	H 40 (Lycoming)
INIZIATIVE INDUSTRIALI ITALIANE	III Sky Arrow 650/710 (Rotax)
INSTYTUT LOTNICTWA	Instytut Lotnictwa I-23 Manager (Lycoming)
INTERCEPTOR AIRCRAFT Corporation	Aerocommander 200 (Continental)

TC holder	Part-66 Type rating endorsement
ISSOIRE AVIATION	Issoire APM 20/30 (Rotax)
LAVIA ARGENTINA S.A. (LAVIASA)	Piper PA-25 Series (Lycoming)
LIBERTY AEROSPACE Incorporated	Liberty XL-2 (Continental)
MAULE AEROSPACE TECHNOLOGY	Maule M4 (Continental) Maule M4 (Franklin) Maule M5 (Continental) Maule M5 (Franklin) Maule M5 (Lycoming) Maule M6 (Lycoming) Maule M7 Series (Lycoming) Maule MX-7 (Lycoming)
MOONEY AIRPLANE Company	Mooney M18L (Continental) Mooney M20 (Continental) Mooney M20/M20A (Lycoming) Mooney M20B to M20S/M22 (Lycoming)
NIPPER	Nipper T-66 (Stark)
OMA SUD SPA Sky Technologies	SKYCAR (Lycoming)
PIAGGIO Aero Industries	Piaggio P166 (Lycoming)
PILATUS AIRCRAFT	Pilatus PC-6 Series (Lycoming)
PIPER AIRCRAFT	Piper PA-23 Aztec (Lycoming) Piper PA-24 Series (Lycoming) Piper PA-28 Series (Continental) Piper PA-28 Series (Lycoming) Piper PA-28 Series (Thielert) Piper PA-30 Series (Lycoming) Piper PA-31 Series (Lycoming) Piper PA-31P (Lycoming) Piper PA-32 Series (Lycoming) Piper PA-34 Series (Continental) Piper PA-34 Series (Lycoming) Piper PA-36 Series (Continental) Piper PA-36 Series (Lycoming) Piper PA-38 Series (Lycoming) Piper PA-39/40 Series (Lycoming) Piper PA-44 Series (Lycoming) Piper PA-46 Series (Continental) Piper PA-46 Series (Lycoming)
Polskie Zakłady Lotnicze Sp. z o. o.	PZL M 18 (PZL) PZL M 26 (Lycoming)
PZL MIELEC	PZL-M20 (PZL)
REGAL AIR, INC	REGAL AIR 305 Series (Continental)
REVO, Inc	REVO C/LA-4 Series (Lycoming)
RUAG AEROSPACE Services GmbH	Do 28 Series (Lycoming)
S.C.Constructii Aeronautice S.A	IAR-46 (Rotax)
SCHEIBE Flugzeugbau	SF 23 Series (Continental)

TC holder	Part-66 Type rating endorsement
SEASTAR CORP	TSC Series (Lycoming)
SKY INTERNATIONAL	Aviat Husky A (Lycoming) Pitts S-1 Series (Lycoming) Pitts S-2 Series (Lycoming)
Skyfox Aviation Ltd	CA25 Series (Rotax)
SLINGSBY Aviation	Slingsby T67 (Lycoming) Slingsby T67A/T67B/T67C/T67M Series (Lycoming)
SOCATA	Grumman GA-7 (Lycoming) SOCATA MS 881 (Potez) SOCATA MS 894/PZL Koliber (Franklin) SOCATA Rallye Series (Continental) SOCATA Rallye Series (Lycoming) SOCATA TB Series (Lycoming)
STOL AIRCRAFT Corporation	Republic UC-1 (Lycoming)
SUKHOI	Sukhoi SU-29 (Vedeneyev) Sukhoi Su-29/31 (MGA) Sukhoi SU-31 (Vedeneyev)
SYMPHONY AIRCRAFT Industries	Symphony OMF-100-160 (Lycoming)
TAYLORCRAFT 2000	Taylorcraft 19 Series (Continental) Taylorcraft F21/F22 Series (Lycoming)
TECNAM Costruzioni Aeronautiche	Tecnam P2006T (Rotax) Tecnam P92 (Rotax) Tecnam P96/P2002/P2004 (Rotax)
THRUSH Aircraft	Ayres S2R (PW R-985)
TRUE FLIGHT Holdings	Grumman/American AA-1 Series (Lycoming) Grumman/American AA-5 Series (Lycoming)
TWIN COMMANDER AIRCRAFT Corporation	Commander 500 Series/680 Series (Lycoming) Commander 685 (Continental) Rockwell 700 (Lycoming)
VULCANAIR	Partenavia P.64 (Lycoming) Partenavia P.66 (Lycoming) Partenavia P57 (Lycoming) Vulcanair F600A (Lycoming) Vulcanair P.68 Series (Lycoming)
WACO Aircraft Company	Waco YMF (Jacobs)
WASSMER	CERVA CE43 (Lycoming) CERVA CE44 (Continental) WA4/21 Series (Lycoming) WA40 Series (Lycoming) WA41 (Lycoming)
XtremeAir GmbH	XtremeAir XA42 (Lycoming)
YAKOVLEV	Yakovlev YAK-18T (Vedeneyev)
ZLIN AIRCRAFT (MORAVAN AVIATION)	Zlin Z-143 L (Lycoming) Zlin Z-242 L (Lycoming) Zlin Z-26 Series (Walter Minor/AVIA)

TC holder	Part-66 Type rating endorsement
	Zlin Z-42 Series (LOM) Zlin Z-43 (LOM) Zlin Z-50 (LOM) Zlin Z-50L Series (Lycoming) Zlin Z-526 L (Lycoming)

APPENDIX II

Aircraft Type Practical Experience and On-the-Job Training

List of Tasks

Time limits/Maintenance checks

100 hour check (general aviation aircraft).
"B" or "C" check (transport category aircraft).
Assist carrying out a scheduled maintenance check i.a.w. AMM.
Review aircraft maintenance log for correct completion.
Review records for compliance with Airworthiness Directives.
Review records for compliance with component life limits.
Procedure for inspection following heavy landing.
Procedure for inspection following lightning strike.

Dimensions/Areas

Locate component(s) by zone/station number.
Perform symmetry check.

Lifting and Shoring

Assist in:
Jack aircraft nose or tail wheel.
Jack complete aircraft.
Sling or trestle major component.

Levelling/Weighing

Level aircraft.
Weigh aircraft.
Prepare weight and balance amendment.
Check aircraft against equipment list.

Towing and Taxiing

Prepare for aircraft towing.
Tow aircraft.
Be part of aircraft towing team.

Parking and Mooring

Tie down aircraft.
Park, secure and cover aircraft.
Position aircraft in maintenance dock.
Secure rotor blades.

Placards and Markings

Check aircraft for correct placards.
Check aircraft for correct markings.

Servicing

Refuel aircraft.
Defuel aircraft.
Carry out tank to tank fuel transfer.
Check/adjust tire pressures.
Check/replenish oil level.
Check/replenish hydraulic fluid level.
Check/replenish accumulator pressure.

Charge pneumatic system.
Grease aircraft.
Connect ground power.
Service toilet/potable water system.
Perform preflight/daily check.

Vibration and Noise Analysis

Analyse helicopter vibration problem.
Analyse noise spectrum.
Analyse engine vibration.

Air Conditioning

Replace combustion heater.
Replace flow control valve.
Replace outflow valve.
Replace safety valve.
Replace vapour cycle unit.
Replace air cycle unit.
Replace cabin blower.
Replace heat exchanger.
Replace pressurisation controller.
Clean outflow valves.
Deactivate/reactivate cargo isolation valve.
Deactivate/reactivate avionics ventilation components.
Check operation of air conditioning/heating system.
Check operation of pressurisation system.
Troubleshoot faulty system.

Auto flight

Install servos.
Rig bridle cables.
Replace controller.
Replace amplifier.
Replacement of the auto flight system LRUs in case of fly-by-wire aircraft.
Check operation of auto-pilot.
Check operation of auto-throttle/auto-thrust.
Check operation of yaw damper.
Check and adjust servo clutch.
Perform autopilot gain adjustments.
Perform mach trim functional check.
Troubleshoot faulty system.
Check autoland system.
Check flight management systems.
Check stability augmentation system.

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 operational check.
Perform operational check of passenger address system.
Functionally check audio integrating system.
Repair coaxial cable.
Troubleshoot faulty system.

Electrical Power

Charge lead/acid battery.
Charge Ni-Cad battery.
Check battery capacity.
Deep-cycle Ni-Cad battery.
Replace integrated drive/generator/alternator.
Replace switches.
Replace circuit breakers.
Adjust voltage regulator.
Change voltage regulator.
Amend electrical load analysis report.
Repair/replace electrical feeder cable.
Troubleshoot faulty system.
Perform functional check of integrated drive/generator/alternator.
Perform functional check of voltage regulator.
Perform functional check of emergency generation system.

Equipment/Furnishings

Replace carpets.
Replace crew seats.
Replace passenger seats.
Check inertia reels.
Check seats/belts for security.
Check emergency equipment.
Check ELT for compliance with regulations.
Repair toilet waste container.
Remove and install ceiling and sidewall panels.
Repair upholstery.
Change cabin configuration.
Replace cargo loading system actuator.
Test cargo loading system.
Replace escape slides/ropes.

Fire protection

Check fire bottle contents.
Check/test operation of fire/smoke detection and warning system.
Check cabin fire extinguisher contents.
Check lavatory smoke detector system.
Check cargo panel sealing.
Install new fire bottle.
Replace fire bottle squib.
Troubleshoot faulty system.
Inspect engine fire wire detection systems.

Flight Controls

Inspect primary flight controls and related components i.a.w. AMM.
Extending/retracting flaps & slats.
Replace horizontal stabiliser.
Replace spoiler/lift damper.
Replace elevator.
Deactivation/reactivation of aileron servo control.
Replace aileron.
Replace rudder.
Replace trim tabs.
Install control cable and fittings.
Replace slats.

Replace flaps.
Replace powered flying control unit.
Replace flat actuator.
Rig primary flight controls.
Adjust trim tab.
Adjust control cable tension.
Check control range and direction of movement.
Check for correct assembly and locking.
Troubleshoot faulty system.
Functional test of primary flight controls.
Functional test of flap system.
Operational test of the side stick assembly.
Operational test of the THS.
THS system wear check.

Fuel

Water drain system (operation).
Replace booster pump.
Replace fuel selector.
Replace fuel tank cells.
Replace/test fuel control valves.
Replace magnetic fuel level indicators.
Replace water drain valve.
Check/calculate fuel contents manually.
Check filters.
Flow check system.
Check calibration of fuel quantity gauges.
Check operation feed/selectors.
Check operation of fuel dump/jettison system.
Fuel transfer between tanks.
Pressure defuel.
Pressure refuel (manual control).
Deactivation/reactivation of the fuel valves (transfer defuel, X-feed, refuel).
Troubleshoot faulty system.

Hydraulics

Replace engine-driven pump.
Check/replace case drain filter.
Replace standby pump.
Replace hydraulic motor pump/generator.
Replace accumulator.
Check operation of shut off valve.
Check filters/clog indicators.
Check indicating systems.
Perform functional checks.
Pressurisation/depressurisation of the hydraulic system.
Power Transfer Unit (PTU) operation.
Replacement of PTU.
Troubleshoot faulty system.

Ice and rain protection

Replace pump.
Replace timer.
Inspect repair propeller deice boot.
Test propeller de-icing system.
Inspect/test wing leading edge de-icer boot.
Replace anti-ice/deice valve.

Install wiper motor.
Check operation of systems.
Operational test of the pitot-probe ice protection.
Operational test of the TAT ice protection.
Operational test of the wing ice protection system.
Assistance to the operational test of the engine air-intake ice protection (with engines operating).
Troubleshoot faulty system.

Indicating/recording systems

Replace flight data recorder.
Replace cockpit voice recorder.
Replace clock.
Replace master caution unit.
Replace FDR.
Perform FDR data retrieval.
Troubleshoot faulty system.
Implement ESDS procedures.
Inspect for HIRF requirements.
Start/stop EIS procedure.
Bite test of the CFDIU.
Ground scanning of the central warning system.

Landing Gear

Build up wheel.
Replace main wheel.
Replace nose wheel.
Replace steering actuator.
Replace truck tilt actuator.
Replace gear retraction actuator.
Replace uplock/downlock assembly.
Replace shimmy damper.
Rig nose wheel steering.
Functional test of the nose wheel steering system.
Replace shock strut seals.
Servicing of shock strut.
Replace brake unit.
Replace brake control valve.
Bleed brakes.
Replace brake fan.
Test anti skid unit.
Test gear retraction.
Change bungees.
Adjust micro switches/sensors.
Charge struts with oil and air.
Troubleshoot faulty system.
Test auto-brake system.
Replace rotorcraft skids.
Replace rotorcraft skid shoes.
Pack and check floats.
Flotation equipment.
Check/test emergency blowdown (emergency landing gear extension).
Operational test of the landing gear doors.

Lights

Repair/replace rotating beacon.
Repair/replace landing lights.

Repair/replace navigation lights.
Repair/replace interior lights.
Replace ice inspection lights.
Repair/replace logo lights.
Repair/replace emergency lighting system.
Perform emergency lighting system checks.
Troubleshoot faulty system.

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.

Oxygen

Inspect on-board oxygen equipment.
Purge and recharge oxygen system.
Replace regulator.
Replace oxygen generator.
Test crew oxygen system.
Perform auto oxygen system deployment check.
Troubleshoot faulty system.

Pneumatic systems

Replace filter.
Replace air shut off valve.
Replace pressure regulating valve.
Replace compressor.
Recharge dessicator.
Adjust regulator.
Check for leaks.
Troubleshoot faulty system.

Vacuum systems

Inspect the vacuum system i.a.w. AMM.

Replace vacuum pump.
Check/replace filters.
Adjust regulator.
Troubleshoot faulty system.

Water/Waste

Replace water pump.
Replace tap.
Replace toilet pump.
Perform water heater functional check.
Troubleshoot faulty system.
Inspect waste bin flap closure.

Central Maintenance System

Retrieve data from CMU.
Replace CMU.
Perform Bite check.
Troubleshoot faulty system.

Structures

Assessment of damage.
Sheet metal repair.
Fibre glass repair.
Wooden repair.
Fabric repair.
Recover fabric control surface.
Treat corrosion.
Apply protective treatment.

Doors

Inspect passenger door i.a.w. AMM.
Rig/adjust locking mechanism.
Adjust air stair system.
Check operation of emergency exits.
Test door warning system.
Troubleshoot faulty system.
Remove and install passenger door i.a.w. AMM.
Remove and install emergency exit i.a.w. AMM.
Inspect cargo door i.a.w. AMM.

Windows

Replace windshield.
Replace direct vision window.
Replace cabin window.
Repair transparency.

Wings

Skin repair.
Recover fabric wing.
Replace tip.
Replace rib.
Replace integral fuel tank panel.
Check incidence/rig.

Propeller

Assemble prop after transportation.
Replace propeller.

Replace governor.
Adjust governor.
Perform static functional checks.
Check operation during ground run.
Check track.
Check setting of micro switches.
Assessment of blade damage i.a.w. AMM.
Dynamically balance prop.
Troubleshoot faulty system.

Main Rotors

Install rotor assembly.
Replace blades.
Replace damper assembly.
Check track.
Check static balance.
Check dynamic balance.
Troubleshoot.

Rotor Drive

Replace mast.
Replace drive coupling.
Replace clutch/freewheel unit.
Replace drive belt.
Install main gearbox.
Overhaul main gearbox.
Check gearbox chip detectors.

Tail Rotors

Install rotor assembly.
Replace blades.
Troubleshoot.

Tail Rotor Drive

Replace bevel gearbox.
Replace universal joints.
Overhaul bevel gearbox.
Install drive assembly.
Check chip detectors.
Check/install bearings and hangers.
Check/service/assemble flexible couplings.
Check alignment of drive shafts.
Install and rig drive shafts.

Rotorcraft flight controls

Install swash plate.
Install mixing box.
Adjust pitch links.
Rig collective system.
Rig cyclic system.
Rig anti-torque system.
Check controls for assembly and locking.
Check controls for operation and sense.
Troubleshoot faulty system.

Power Plant

Build up ECU.

Replace engine.
Repair cooling baffles.
Repair cowling.
Adjust cowl flaps.
Repair faulty wiring.
Troubleshoot.
Assist in dry motoring check.
Assist in wet motoring check.
Assist in engine start (manual mode).

Piston Engines

Remove/install reduction gear.
Check crankshaft run-out.
Check tappet clearance.
Check compression.
Extract broken stud.
Install helicoil.
Perform ground run.
Establish/check reference RPM.
Troubleshoot.

Turbine Engines

Replace module.
Replace fan blade.
Hot section inspection/borescope check.
Carry out engine/compressor wash.
Carry out engine dry cycle.
Engine ground run.
Establish reference power.
Trend monitoring/gas path analysis.
Troubleshoot.

Fuel and control, piston

Replace engine driven pump.
Adjust AMC.
Adjust ABC.
Install carburettor/injector.
Adjust carburettor/injector.
Clean injector nozzles.
Replace primer line.
Check carburettor float setting.
Troubleshoot faulty system.

Fuel and control, turbine

Replace FCU.
Replace Engine Electronic Control Unit (FADEC).
Replace Fuel Metering Unit (FADEC).
Replace engine driven pump.
Clean/test fuel nozzles.
Clean/replace filters.
Adjust FCU.
Troubleshoot faulty system.
Functional test of FADEC.

Ignition systems, piston

Change magneto.
Change ignition vibrator.

Change plugs.
Test plugs.
Check H.T. leads.
Install new leads.
Check timing.
Check system bonding.
Troubleshoot faulty system.

Ignition systems, turbine

Perform functional test of the ignition system.
Check glow plugs/ignitors.
Check H.T. leads.
Check ignition unit.
Replace ignition unit.
Troubleshoot faulty system.

Engine Controls

Rig thrust lever.
Rig RPM control.
Rig mixture HP cock lever.
Rig power lever.
Check control sync (multi-eng).
Check controls for correct assembly and locking.
Check controls for range and direction of movement.
Adjust pedestal micro-switches.
Troubleshoot faulty system.

Engine Indicating

Replace engine instruments(s).
Replace oil temperature bulb.
Replace thermocouples.
Check calibration.
Troubleshoot faulty system.

Exhaust, piston

Replace exhaust gasket.
Inspect welded repair.
Pressure check cabin heater muff.
Troubleshoot faulty system.

Exhaust, turbine

Change jet pipe.
Change shroud assembly.
Install trimmers.
Inspect/replace thrust reverser.
Replace thrust reverser component.
Deactivate/reactivate thrust reverser.
Operational test of the thrust reverser system.

Oil

Change oil.
Check filter(s).
Adjust pressure relief valve.
Replace oil tank.
Replace oil pump.
Replace oil cooler.
Replace firewall shut off valve.

Perform oil dilution test.
Troubleshoot faulty system.

Starting

Replace starter.
Replace start relay.
Replace start control valve.
Check cranking speed.
Troubleshoot faulty system.

Turbines, piston engines

Replace PRT.
Replace turbo-blower.
Replace heat shields.
Replace waste gate.
Adjust density controller.

Engine water injection

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

Accessory gear boxes

Replace gearbox.
Replace drive shaft.
Inspect magnetic chip detector.

APU

Removal/installation of the APU.
Removal/installation of the inlet guide-vane actuator.
Operational test of the APU emergency shut-down test.
Operational test of the APU.

APPENDIX III

Evaluation of the competence: assessment and assessors

This Appendix applies to the competence assessment performed by the designated assessors (and their qualifications).

1) What does "competence" mean and areas of focus for assessment

The assessment should aim at measuring the competence by evaluating three major factors associated to the learning objectives:

- Knowledge;
- Skills;
- Attitude.

Generally, knowledge is evaluated by examination. The purpose of this document is not to describe the examination process: this material mainly addresses the evaluation of "skills" and "attitude" after training containing practical elements. Nevertheless, the trainee needs to demonstrate sufficient knowledge to perform the required tasks.

"Attitude" is indivisible from the "skill" as this greatly contributes to the safe performance of the tasks.

The evaluation of the competence should be based on the learning objectives of the training, in particular:

- the (observable) desired performance. This covers what the trainee is expected to be able to do and how the trainee is expected to behave at the end of the training;
- the (measurable) performance standard that must be attained to confirm the trainee's level of competence in the form of tolerances, constraints, limits, performance rates or qualitative statements; and
- the conditions under which the trainee will demonstrate competence. Conditions consist of the training methods, the environmental, situational and regulatory factors.

The assessment should focus on the competencies relevant to the aircraft type and its maintenance including, but not limited to:

- Environmental awareness (act safely, apply safety precautions and prevent dangerous situations);
- Systems integration (demonstrate understanding of aircraft systems interaction – identify, describe, explain, plan, execute);
- Knowledge and understanding of areas requiring special emphasis or novelty (areas peculiar to the aircraft type, domains not covered by Part 66 Appendix I, practical training elements that cannot be imparted through simulation devices, etc.);
- Using reports and indications (the ability to read and interpret);
- Aircraft documentation finding and handling (identify the appropriate aircraft documentation, navigate, execute and obey the prescribed maintenance procedures);
- Perform maintenance actions (demonstrate safe handling of aircraft, engines, components and tools);
- Aircraft final/close-up and report (apply close up, initiate appropriate actions/follow-up/records of testing, establish and sign maintenance records/logbooks).

2) How to assess

As far as feasible, the objectives of the assessment should be associated with the learning objectives and the passing level; it means that observable criteria should be set to measure the performance and should remain as objective as possible.

The general characteristics of effective assessment are: objective, flexible, acceptable, comprehensive, constructive, organised and thoughtful. At the conclusion, the trainee should have no doubt about what he/she did well, what he/she did poorly and how he/she can improve.

The following is a non-exhaustive list of questions that may be posed to assist the assessment:

- What are the success factors for the job?
- What are typical characteristics of a correct behaviour for the task?
- What criteria should be observed?
- What level of expertise is expected?
- Is there any standard available?
- What is the pass mark? For example:
 - "Go-no go" situation;
 - How to allocate points? Minimum amount to succeed;
 - "Must know or execute" versus "Good to know or execute" versus "Don't expect the candidate to be an expert".
- Minimum or maximum time to achieve? Use time effectively and efficiently.
- What if the trainee fails? How many times is the trainee allowed to fail?
- When and how should the trainee be prepared for the assessment?
- What proportion of judgment by the instructor out of collaboration with the trainee is needed during the evaluation stage?

The assessment may be:

- diagnostic (prior to a course), formative (reorientate the course on areas where there is a need to reinforce) or summative (partial or final evaluation);
- performed task-by-task, as a group of tasks or as a final assessment.

One method might be an initial assessment to be performed by the trainee himself/herself, then discussing areas where the perceptions of the trainee's performance by the assessors differ in order to:

- develop the self-assessment habits;
- make the assessment more acceptable and understandable to both parties.

A "box-ticking" exercise would be pointless. Experience has shown that assessment sheets have largely evolved over time into assessment of groups of "skills" because in practice such things eventually detracted from the training and assessment that it was intended to serve: evaluate at a point of time, encourage and orientate the training needs, improve safety and ultimately qualify people for their duties.

In addition, many other aspects should be appropriately considered during the assessment process such as stress and environmental conditions, difficulty of the test, history of evaluation (such as tangible progresses or sudden and unexpected poor performance made by the trainee), amount of time necessary to build competence, etc.

All these reasons place more emphasis on the assessor and highlight the function of the organisation's approval.

3) Who should assess

In order to qualify, the assessor should:

- Be proficient and have sufficient experience or knowledge in:
 - human performance and safety culture;
 - the aircraft type (necessary to have the certifying staff privileges in case of CRS issuances);
 - training/coaching/testing skills;
 - instructional tools to use;
- Understand the objective and the content of the practical elements of the training that is being assessed;
- Have interpersonal skills to manage the assessment process (professionalism, sincerity, objectivity and neutrality, analysis skills, sense of judgement, flexibility, capability of evaluating the supervisor's or instructor's reports, handling of trainee's reactions to failing assessment with the cultural environment, being constructive, etc.);
- Be ultimately designated by the organisation to carry out the assessment.

The roles may be combined for:

- the assessor and the instructor for the practical elements of the Type Rating Training;
or
- the assessor and the supervisor for the On-the-Job Training

provided that the objectives associated with each role are clearly understood and that the competence and qualification criteria according to the company's procedures are met for both functions. Whenever possible (depending on the size of the organisation), it is recommended to split the roles (two different persons) in order to avoid any conflicts of interests.

When the functions are not combined, the role of each function should be clearly understood.

- D. **Decision No 2003/19/RM, Annexes VI (AMC to Part-147) and VII (GM to Part-147), are hereby replaced by the following new Annex V (AMC/GM to Part-147):**

Annex V

Acceptable Means of Compliance/Guidance Material to Part-147

AMC 147.1

A competent authority may be a ministry, a national aviation authority, or any aviation body designated by the Member State and located within that Member State. A Member State may designate more than one competent authority to cover different areas of responsibility, as long as the designation decision contains a list of the competencies of each authority and there is only one competent authority responsible for each given area.

SECTION A

TECHNICAL REQUIREMENTS

GM 147.A.10 General

Such an organisation may conduct business from more than one address and may hold more than one Part approval.

AMC 147.A.15 Application

The application form should contain the information required in the EASA Form 12.

AMC 147.A.100(i) Facility requirements

1. For approved basic maintenance training courses this means holding and ensuring reasonable access to copies of all Parts and national aviation legislation, examples of typical aircraft maintenance manuals and service bulletins, Airworthiness Directives, aircraft and component records, release documentation, procedures manuals and aircraft maintenance programmes.
2. Except for the Parts and national aviation regulations, the remainder of the documentation should represent typical examples for both large and small aircraft and cover both aeroplanes and helicopters as appropriate. Avionic documentation should cover a representative range of available equipment. All documentation should be reviewed and updated on a regular basis.

GM 147.A.100(i) Facility requirements

Where the organisation has an existing library of regulations, manuals and documentation required by another Part, it is not necessary to duplicate such a facility subject to student access being under controlled supervision.

AMC 147.A.105 Personnel requirements

1. The larger maintenance training organisation (an organisation with the capacity to provide training for 50 students or more) should appoint a training manager with the responsibility of managing the training organisation on a day-to-day basis. Such person could also be the accountable manager. In addition, the organisation should appoint a quality manager with the responsibility of managing the quality system as specified in paragraph 147.A.130(b) and an examination manager with the responsibility of managing the relevant Part-147 Subpart C or Subpart D examination system. Such person(s) may also be an instructor and/or examiner.
2. The smaller maintenance training organisation (an organisation with the capacity to provide training for less than 50 students) may combine any or all of the subparagraph (1) positions subject to the competent authority verifying and being satisfied that all functions can be properly carried out in combination.
3. When the organisation is also approved against other Parts which contain some similar functions, then such functions may be combined.

AMC 147.A.105(b) Personnel requirements

With the exception of the accountable manager, an EASA Form 4 should be completed for each person nominated to hold a position required by 147.A.105 (b). An example of an EASA Form 4 is included in Appendix II to AMC.

GM 147.A.105(c) Personnel requirements

The maintenance training organisation should have a nucleus of permanently employed staff to undertake the minimum amount of maintenance training proposed but may contract, on a part-time basis, instructors for subjects which are only taught on an occasional basis.

AMC 147.A.105(f) Personnel requirements

Any person currently accepted by the competent authority in accordance with the national aviation regulations in force prior to Part-147 coming into force may continue to be accepted in accordance with 147.A.105(f).

Paragraph 3 of Appendix III to AMC to Part-66 provides criteria to establish the qualification of assessors.

GM 147.A.105(f) Personnel requirements

It is recommended that potential instructors be trained in instructional techniques.

GM 147.A.105(g) Personnel requirements

Examiners should demonstrate a clear understanding of the examination standard required by Part-66 and have a responsible attitude to the conduct of examinations such that the highest integrity is ensured.

AMC 147.A.105(h) Personnel requirements

Updating training should normally be of 35 hours duration but may be adjusted to the scope of training of the organisation and particular instructor/examiner.

GM 147.A.105(h) Personnel requirements

1. Records should show for each instructor/examiner when the updating training was scheduled and when it took place.
2. The updating training may be subdivided during the 24 months into more than one element and may include such activities as attendance at relevant lectures and symposiums.

AMC 147.A.110 Records of instructors, examiners and assessors

1. The following minimum information relevant to the scope of activity should be kept on record in respect of each instructor, knowledge examiner and practical assessor:
 - (a) Name;
 - (b) Date of birth;
 - (c) Personnel number;
 - (d) Experience;
 - (e) Qualifications;
 - (f) Training history (before entry);
 - (g) Subsequent training;
 - (h) Scope of activity;
 - (i) Starting date of employment/contract;
 - (j) If appropriate – ending date of employment/contract.
2. The record may be kept in any format but should be under the control of the organisations quality system.
3. Persons authorised to access the system should be maintained at a minimum to ensure that records cannot be altered in an unauthorised manner or that such confidential records become accessible to unauthorised persons.
4. The competent authority is an authorised person when investigating the records system for initial and continued approval or when the competent authority has cause to doubt the competence of a particular person.

GM 147.A.110 Records of instructors, examiners and assessors

Instructors, knowledge examiners and practical assessors should be provided with a copy of their terms of reference.

GM 147.A.115(a) Instructional equipment

1. Synthetic training devices are working models of a particular system or component and include computer simulations.
2. A synthetic training device is considered beneficial for complex systems and fault diagnostic purposes.

AMC 147.A.115(c) Instructional equipment

1. An appropriate selection of aircraft parts means appropriate in relation to the particular subject module or submodule of Part-66 being instructed. For example, the turbine engine module should require the provision of sufficient parts from different types of turbine engine

to show what such parts look like, what the critical areas are from a maintenance viewpoint and to enable disassembly/assembly exercises to be completed.

2. Appropriate aircraft, engines, aircraft parts and avionic equipment means appropriate in relation to the particular subject module or submodule of Part-66 being instructed. For example, category B2 avionic training should require, amongst other equipment, access to at least one type of installed autopilot and flight director system such that maintenance and system functioning can be observed and therefore more fully understood by the student in the working environment.
3. "Access" may be interpreted to mean, in conjunction with the facilities requirement of 147.A.100(d), that there may be an agreement with a maintenance organisation approved under Part-145 to access such parts, etc.

AMC 147.A.120(a) Maintenance training material

Training course notes, diagrams and any other instructional material should be accurate. Where an amendment service is not provided, a written warning to this effect should be given.

AMC 147.A.130(b) Training procedures and quality system

1. The independent audit procedure should ensure that all aspects of Part-147 compliance should be checked at least once in every 12 months and may be carried out as one complete single exercise or subdivided over a 12-month period in accordance with a scheduled plan.
2. In a small maintenance training organisation the independent audit function may be contracted to another maintenance training organisation approved under Part-147 or a competent person acceptable to the competent authority. Where the small training organisation chooses to contract the audit function, it is conditional on the audit being carried out twice in every 12-month period with one such audit being unannounced.
3. Where the maintenance training organisation is also approved to another Part requiring a quality system, then such quality systems may be combined.
4. When training or examination is carried out under the subcontract control system:
 - (i) a pre-audit procedure should be established whereby the Part-147 approved maintenance training organisation should audit a prospective subcontractor to determine whether the services of the subcontractor meet the intent of Part-147.
 - (ii) a renewal audit of the subcontractor should be performed at least once every 12 months to ensure continuous compliance with the Part-147 standard.
 - (iii) the subcontract control procedure should record audits of the subcontractor and have a corrective action follow-up plan.
5. The independence of the audit system should be established by always ensuring that audits are carried out by personnel not responsible for the function or procedure being checked.

GM 147.A.130(b) Training procedures and quality system

1. The primary objective of the quality system is to enable the training organisation to satisfy itself that it can deliver properly trained students and that the organisation remains in compliance with Part-147.
2. The independent audit is a process of routine sample checks of all aspects of the training organisation's ability to carry out all training and examinations to the required standards. It represents an overview of the complete training system and does not replace the need for instructors to ensure that they carry out training to the required standard.

3. A report should be raised each time an audit is carried out describing what was checked and any resulting findings. The report should be sent to the affected department(s) for rectification action giving target rectification dates. Possible rectification dates may be discussed with the affected department(s) before the quality department confirms such dates on the report. The affected department(s) should rectify any findings and inform the quality department of such rectification.
4. A large training organisation (an organisation with the capacity to provide training for 50 students or more) should have a dedicated quality audit group whose sole function is to conduct audits, raise finding reports and follow up to ensure that findings are being rectified. For the small training organisation (an organisation with the capacity to provide training for less than 50 students) it is acceptable to use competent personnel from one section/department not responsible for the function or procedure to check the section/department that is responsible subject to the overall planning and implementation being under the control of the quality manager.
5. The management control and follow-up system should not be contracted to outside persons. The principal function is to ensure that all findings resulting from the independent audit are corrected in a timely manner and to enable the accountable manager to remain properly informed of the state of compliance. Apart from rectification of findings, the accountable manager should hold routine meetings to check progress on rectification except that in the large training organisation such meetings may be delegated on a day-to-day basis to the quality manager as long as the accountable manager meets at least once per year with the senior staff involved to review the overall performance.

AMC 147.A.135 Examinations

1. Examinations may be computer- or hard-copy-based or a combination of both.
2. The actual questions to be used in a particular examination should be determined by the examiners.

GM 147.A.135 Examinations

The competent authority will determine when or if the disqualified examiner may be reinstated.

AMC 147.A.140 Maintenance training organisation exposition

1. A recommended format of the exposition is included in Appendix I.
2. When the maintenance training organisation is approved in accordance with any other Part which also requires an exposition, the exposition required by the other Part may form the basis of the maintenance training organisation exposition in a combined document, as long as the other exposition contains the information required by 147.A.140 and a cross-reference index is included based upon Appendix I.
3. When training or examination is carried out under the subcontract control system, the maintenance training organisation exposition should contain a specific procedure on the control of subcontractors as per Appendix I item 2.18 plus a list of subcontractors as required by 147.A.140(a)12 and detailed in Appendix I item 1.7.
4. The competent authority may approve a delegated exposition approval system for all changes other than those affecting the approval.

AMC 147.A.145(d) Privileges of the maintenance training organisation

1. When training or examination is carried out under the subcontract control system, it means that for the duration of such training or examination, the Part-147 approval has been

temporarily extended to include the subcontractor. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures involved with the Part-147 approved maintenance training organisation's students should meet requirements of Part-147 for the duration of that training or examination and it remains the Part-147 organisation's responsibility to ensure such requirements are satisfied.

2. The maintenance training organisation approved under Part-147 is not required to have complete facilities and personnel for training that it needs to subcontract but it should have its own expertise to determine that the subcontractor meets the Part-147 standards. Particular attention should be given to ensuring that the training that is delivered also meets the requirements of Part-66 and the aircraft technologies are appropriate.
3. The contract between the maintenance training organisation approved under Part-147 and the subcontractor should contain:
 - a provision for the Agency and the competent authority to have right of access to the subcontractor;
 - a provision for the subcontractor to inform the Part-147 approved maintenance training organisation of any change that may affect its Part-147 approval, before any such change takes place.

GM 147.A.145(d) Privileges of the maintenance training organisation

1. The pre-audit procedure should focus on establishing compliance with the training and examination standards set out in Part-147 and Part-66.
2. The fundamental reason for allowing a maintenance training organisation approved under Part-147 to subcontract certain basic theoretical training courses is to permit the approval of maintenance training organisations which may not have the capacity to conduct training courses on all Part-66 modules.
3. The reason for allowing the subcontracting of only training modules 1 to 6 and 8 to 10 of Appendix I to Part-66 is that most of the related subjects can generally also be taught by training organisations not specialised in aircraft maintenance and the practical training element as specified in 147.A.200 does not apply to them. On the contrary, training modules 7 and 11 to 17 of Appendix I to Part-66 are specific to aircraft maintenance and include the practical training element as specified in 147.A.200. The intent of the "limited subcontracting" option as specified in 147.A.145 is to grant Part-147 approvals only to those organisations having themselves at least the capacity to teach on aircraft maintenance specific matters.

GM 147.A.145(d)3 Privileges of the maintenance training organisation

In the case of type training and examination, the reason for allowing only subcontracting to powerplant and avionics systems is that the related subjects can generally also be imparted by certain organisations specialised in these domains such as the Type Certificate Holder of the powerplant or the OEMs of these avionics systems. In such a case, the type training course should make clear how the interfaces with the airframe are addressed and by whom (the subcontracted organisation or the Part-147 organisation itself).

AMC 147.A.145(f) Privileges of the maintenance training organisation

When an organisation approved to provide basic knowledge training or type training is also approved to provide type examination in the cases where type training is not required, appropriate procedures in the MTOE should be developed and approved, including:

- The development and the conduct of the type examination;
- The qualification of the examiners and their currency.

In particular, emphasis should be put when such an examination is not regularly conducted or when the examiners are not normally involved in aircraft or activities with technology corresponding to the aircraft type subject to examination. An example would be the case of an organisation providing basic knowledge training only for the B1.1 licence. This organisation should justify how they run type examinations for single piston-engine helicopters in the case of a B1.4 licence.

AMC 147.A.200(b) The approved basic training course

Each licence category or subcategory basic training course may be subdivided into modules or submodules of knowledge and may be intermixed with the practical training elements subject to the required time elements of 147.A.200 (f) and (g) being satisfied.

AMC 147.A.200(d) The approved basic training course

1. Where the maintenance training organisation approved under Part-147 contracts the practical training element either totally or in part to another organisation in accordance with 147.A.100(d), the organisation in question should ensure that the practical training elements are properly carried out.
2. At least 30 % of the practical training element should be carried out in an actual maintenance working environment.

AMC 147.A.200(f) The approved basic training course

1. In order to follow pedagogical and human factors principles, the maximum number of training hours per day for the theoretical training should not be more than 6 hours. A training hour means 60 minutes of tuition excluding any breaks, examination, revision, preparation and aircraft visit. In exceptional cases, the competent authority may allow deviation from this standard when it is properly justified that the proposed number of hours follows pedagogical and human factors principles. These principles are especially important in those cases where:
 - Theoretical and practical training are performed at the same time;
 - Training and normal maintenance duty/apprenticeship are performed at the same time.
2. The minimum participation time for the trainee to meet the objectives of the course should not be less than 90 % of the tuition hours. Additional training may be provided by the training organisation in order to meet the minimum participation time. If the minimum participation defined for the course is not met, a certificate of recognition should not be issued.

AMC 147.A.200(g) The approved basic training course

Typical conversion durations are given below:

- (a) The approved basic training course to qualify for conversion from holding a Part-66 aircraft maintenance licence in subcategory A1 to subcategory B1.1 or B2 should not be less than 1 600 hours and for conversion from holding a Part-66 aircraft maintenance licence in subcategory A1 to subcategory B1.1 combined with B2 should not be less than 2 200 hours. The course should include between 60 % and 70 % knowledge training.
- (b) The approved basic training course to qualify for conversion from holding a Part-66 aircraft maintenance licence in subcategory B1.1 to B2 or category B2 to B1.1 should not be less than 600 hours, and should include between 80 % and 85 % knowledge training.

- (c) The approved basic training course to qualify for conversion from holding a Part-66 aircraft maintenance licence in subcategory B1.2 to subcategory B1.1 should not be less than 400 hours, and should include between 50 % and 60 % knowledge training.
- (d) The approved basic training course to qualify for conversion from holding a Part-66 aircraft maintenance licence in one subcategory A to another subcategory A should not be less than 70 hours, and should include between 30 % and 40 % knowledge training.

AMC 147.A.205 Basic knowledge examinations

The competent authority may accept that the maintenance training organisation approved under Part-147 can conduct examination of students who did not attend an approved basic course at the organisation in question.

AMC 147.A.210(a) Basic practical assessment

Where the maintenance training organisation approved under Part-147 contracts the practical training element either totally or in part to another organisation in accordance with 147.A.100(d) and chooses to nominate practical assessors from the other organisation, the organisation in question should ensure that the basic practical assessments are carried out.

AMC 147.A.210(b) Basic practical assessment

An assessed pass for each student should be granted when the practical assessor is satisfied that the student meets the criteria of 147.A.200(e). This means that the student has demonstrated the capability to use relevant tools/equipment/test equipment as specified by the tool/equipment/test equipment manufacturer and the use of maintenance manuals, and the student can carry out the required inspection/testing without missing any defects, can readily identify the location of components and is capable of correct removal/fitment/adjustment of such components. The student is only required to carry out enough inspection/testing and component removal/fitment/adjustments to prove capability. The student should also show an appreciation of the need to ensure clean working conditions and the observance of safety precautions for the student and the product. In addition, the student should demonstrate a responsible attitude in respect to flight safety and airworthiness of the aircraft.

Appendix III to AMC to Part-66 provides criteria for the competence assessment performed by the designated assessors (and their qualifications).

AMC 147.A.300 Aircraft type/task training

Aircraft type training may be subdivided in airframe and/or powerplant and/or avionics/electrical systems type training courses. A maintenance training organisation approved under Part-147 may be approved to conduct airframe type training only, powerplant type training only, avionics/electrical systems type training only or any combination thereof.

1. Airframe type training course means a type training course including all relevant aircraft structure and electrical and mechanical systems excluding the powerplant.
2. Powerplant type training course means a type training course on the bare engine, including the build-up to a quick engine change unit.
3. The interface of the engine/airframe systems should be addressed by either airframe or powerplant type training course. In some cases, such as for general aviation, it may be more appropriate to cover the interface during the airframe course due to the large variety of aircraft that can have the same engine type installed.

4. Avionics/electrical systems type training course means type training on avionics and electrical systems covered by but not necessarily limited to ATA (Air Transport Association) Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.

SECTION B

PROCEDURE FOR COMPETENT AUTHORITIES

AMC 147.B.10(a) Competent authority

1. In deciding upon the required organisational structure, the competent authority should review the number of certificates to be issued, the number and size of potential Part-147 approved maintenance training organisations within that Member State, as well as the level of civil aviation activity, number and complexity of aircraft and the size of the Member State's aviation industry.
2. The competent authority should retain effective control of important surveillance functions and not delegate them in such a way that Part-147 organisations, in effect, regulate themselves in airworthiness matters.
3. The set-up of the organisational structure should ensure that the various tasks and obligations of the competent authority are not relying on individuals. That means that a continued and undisturbed fulfilment of these tasks and obligations of the competent authority should also be guaranteed in case of illness, accident or leave of individual employees.

AMC 147.B.10(b) Competent authority

1. Competent authority surveyors should have:
 - 1.1 practical experience and expertise in the application of aviation safety standards and safe operating practices;
 - 1.2 comprehensive knowledge of:
 - a. relevant parts of implementing rules, certification specifications and guidance material;
 - b. the competent authority's procedures;
 - c. the rights and obligations of a surveyor;
 - d. quality systems;
 - e. continuing airworthiness management.
 - 1.3 training on auditing techniques;
 - 1.4 five years relevant work experience to be allowed to work as a surveyor independently. This may include experience gained during training to obtain the 1.5 qualification;
 - 1.5 a relevant engineering degree or an aircraft maintenance or training qualification with additional education. 'Relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components;

- 1.6 knowledge of a relevant sample of aircraft types;
- 1.7 knowledge of maintenance training standards.
2. In addition to technical competency, surveyors should have a high degree of integrity, be impartial in carrying out their tasks, be tactful, and have a good understanding of human nature.
3. A programme for continuation training should be developed that ensures that the surveyors remain competent to perform their allocated tasks.

AMC 147.B.10(c) Competent authority

The documented procedures should contain the following information:

- (a) The Member State's designation of the competent authority(ies).
- (b) The title(s) and name(s) of the manager(s) of the competent authority and their duties and responsibilities.
- (c) Organisation chart(s) showing associated chains of responsibility of the senior persons.
- (d) A procedure defining the qualifications for staff together with a list of staff authorised to sign certificates.
- (e) A general description of the facilities.
- (f) Procedures specifying how the competent authority(ies) ensure(s) compliance with Part-147.

AMC 147.B.20 Record-keeping

1. The record-keeping system should ensure that all records are accessible whenever needed within a reasonable time. These records should be organised in a consistent way throughout the competent authority (chronological, alphabetical order, etc.).
2. All records containing sensitive data regarding applicants or organisations should be stored in a secure manner with controlled access to ensure confidentiality of this kind of data.
3. All computer hardware used to ensure data backup should be stored in a different location from that containing the working data in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the full period specified in 147.B.20.

AMC 147.B.110(a) Procedure for approval and changes to the approval

1. The audit should be conducted on the basis of checking the facility for compliance, interviewing personnel and sampling any relevant training course for its conduct and standard.
2. The audit report should be made on an EASA Form 22 (see Appendix III).

AMC 147.B.110(b) Procedure for approval and changes to the approval

The date each finding was rectified should be recorded together with the reference document.

GM 147.B.110 Procedure for approval and changes to the approval

1. A meeting should be arranged between the applicant and the Member State who issues Part-147 approvals to determine if the applicant's training activities justify the investigation

for issue of Part-147 approval and to ensure that the applicant understands what needs to be done for Part-147 approval. This meeting is not intended to establish compliance but rather to see if the activity is a Part-147 activity.

2. Assuming that the applicant's activities come within the scope of Part-147 approval, instructions should be sent to the competent authority staff requesting that an audit of the applicant be carried out and, when satisfied that compliance has been established, a recommendation for the issue of approval should be submitted to the competent authority staff who grant approval unless these are the same staff. The competent authority should determine how and by whom the audit shall be conducted. For example, if the applicant is a large training organisation, it will be necessary to determine whether one large team audit or a short series of small team audits or a long series of single person audits is most appropriate for the particular situation. A further consideration in the case of a combined Part-145/147 organisation is the possibility to combine the audits.
3. Where it is intended that the maintenance training organisation may conduct training and examinations away from the maintenance training organisation address(es) in accordance with 147.A.145(c), then a sample audit of the process should be carried out by the competent authority from time to time to ensure that procedures are followed. For practical reasons such sample audits will need to be carried out when training is being conducted away from the maintenance training organisation address(es).
4. The auditing surveyor should ensure that they are always accompanied throughout the audit by a senior member of the organisation making application for Part-147 approval. Normally this should be the proposed quality manager. The reason for being accompanied is to ensure that the organisation is fully aware of any findings during the audit. In any case, the proposed quality manager/senior member of the organisation should be debriefed at the end of the audit visit on the findings made during the audit.
5. There will be occasions when the auditing surveyor may find situations in the applicant's organisation on which he/she is unsure about compliance. In this case, the organisation should be informed about possible non-compliance at the time of audit and the fact that the situation will be reviewed before a decision is made. The organisation should be informed of the decision within 2 weeks of the audit visit in writing if the decision is a confirmation of non-compliance. If the decision is a finding of being in compliance, a verbal confirmation to the organisation will suffice.
6. A change of name of the maintenance training organisation requires the organisation to submit a new application as a matter of urgency stating that only the name of the organisation has changed including a copy of the organisation exposition with the new name. Upon receipt of the application and the organisation exposition, the competent authority should reissue the approval certificate valid only up to the current expiry date.
7. A name change alone does not require the competent authority to audit the organisation, unless there is evidence that other aspects of the maintenance training organisation have changed.
8. A change of accountable manager requires the maintenance training organisation to submit such fact to the competent authority as a matter of urgency together with the amendment to the accountable manager exposition statement.
9. A change of any of the senior personnel specified in 147.A.105(b) requires the maintenance training organisation to submit to the competent authority a Form 4 in respect of the particular person. If satisfied that the qualifications and experience meet the standard required by Part-147, the competent authority should indicate acceptance in writing to the maintenance training organisation.
10. A change in the maintenance training organisation's exposition requires the competent authority to establish that the procedures specified in the exposition are in compliance with Part-147 and then to establish if these are the same procedures intended for use within the training facility.

11. Any change of location of the maintenance training organisation requires the organisation to make a new application to the competent authority together with the submission of an amended exposition. The competent authority should follow the procedure specified in 147.B.110(a) and (b) in so far as the change affects such procedure before issuing a new Part-147 approval certificate.
12. The complete or partial reorganisation of a training organisation should require the re-audit of those elements that have changed.
13. Any additional basic or aircraft type training courses require the maintenance training organisation to make a new application to the competent authority together with the submission of an amended exposition. For basic training extensions, an additional sample of new examination questions relevant to the modules associated with the extension being sought will be required to be submitted. The competent authority should follow the procedure of paragraph 11 in so far as the change affects such procedures unless the competent authority is satisfied that the maintenance training organisation has a well-controlled procedure to qualify such change when it is not necessary to conduct the audit elements of the paragraph 11 procedure.

AMC 147.B.120(a) Continued validity procedure

1. Audits should be conducted to ensure the continuity of the approval; it is not necessary to sample all basic and type training courses, but the competent authority should sample, as appropriate, one basic and one type training course to establish that training is conducted in an appropriate manner. Nevertheless, the duration of the sampling for each course should not be less than 3 hours. Where no training course is being conducted during the audit, arrangements should be made to return at a later date to sample the conduct of a training course.
2. It is not necessary to sample all examinations associated with a training course but the competent authority should sample, as appropriate, one basic and one type training course examination.

AMC 147.B.130(b) Findings

1. In the case of a level 2 finding, the competent authority may give up to 6 months notice of the need for rectification. Dependent upon the seriousness of the level 2 finding(s), the competent authority may choose a notice period less than 6 months.
2. When the competent authority chooses to allow 6 months, the initial notification should be of 3 months duration to the quality manager followed by the final 3 months notice to the accountable manager.

AMC to Appendix II to Part-147 "Maintenance Training Organisation Approval referred to in Annex IV (Part-147)"

The following fields on page 2 "Maintenance Training and Examination Approval Schedule" of the maintenance training and examination organisation approval certificate should be completed as follows:

- Date of original issue: It refers to the date of the original issue of the maintenance training organisation exposition.
- Date of last revision approved: It refers to the date of the last revision of the maintenance training organisation exposition affecting the content of the certificate. Changes to the maintenance training organisation exposition which do not affect the content of the certificate do not require the reissuance of the certificate.

- Revision No: It refers to the revision No of the last revision of the maintenance training organisation exposition affecting the content of the certificate. Changes to the maintenance training organisation exposition which do not affect the content of the certificate do not require the reissuance of the certificate.

AMC to Appendix III to Part-147 "Certificates of Recognition referred to in Annex IV (Part-147) – EASA Forms 148 and 149"

As stated in Appendix III to Part-147, the EASA Form 148 "Certificate of Recognition for Basic Training/Examination" may be issued after completion of either basic training, basic examination or both basic training and basic examination.

Some examples of cases where an EASA Form 148 could be issued are the following:

- After successful completion of a full basic course in one licence (sub)category including successful completion of the examinations of all the corresponding modules.
- After successful completion of a full basic course in one licence (sub)category without performing examinations. The examinations may be performed at a different Part-147 organisation (this organisation will issue the corresponding Certificate of Recognition for those examinations) or at the competent authority.
- After successful completion of all module examinations corresponding to a licence (sub)category.
- After successful completion of certain modules/sub-modules/subjects.

It must be noted that "successful completion of a course" (without the module examinations) means successful completion of the theoretical and practical training including the corresponding practical assessment.

APPENDICES TO AMC to PART-147

APPENDIX I

Maintenance training organisation exposition (MTOE)

1. The following subject headings form the basis of the MTOE required by 147.A.140.
2. Whilst this format is recommended, it is not mandatory to assemble the MTOE in this manner as long as a cross-reference index is included in the MTOE as an Appendix and the Part 1 items remain in Part 1.
3. Part 2, 3 and 4 material may be produced as separate detailed manuals subject to the main exposition containing the Part 2, 3 and 4 fundamental principles and policy on each item. It is then permitted to delegate the approval of these separate manuals to the senior person but this fact and the procedure should be specified in paragraph 1.10.
4. Where an organisation is approved in accordance with any other Part(s) which require an exposition, it is acceptable to combine the exposition requirements by merging the Part 1 items and adding the Parts 2, 3 and 4. When this method is used, it is essential to include the cross-reference index of Part 4 item 4.3.

PART 1 – MANAGEMENT

- 1.1. Corporate commitment by accountable manager
- 1.2. Management personnel
- 1.3. Duties and responsibilities of management personnel, instructors, knowledge examiners and practical assessor
- 1.4. Management personnel organisation chart
- 1.5. List of instructional and examination staff
Note: A separate document may be referenced
- 1.6. List of approved addresses
- 1.7. List of subcontractors as per 147.A.145(d)
- 1.8. General description of facilities at paragraph 1.6 addresses
- 1.9. Specific list of courses and type examinations approved by the competent authority
- 1.10. Notification procedures regarding changes to organisation
- 1.11. Exposition and associated manuals amendment procedure

PART 2 – TRAINING AND EXAMINATION PROCEDURES

- 2.1. Organisation of courses
- 2.2. Preparation of course material
- 2.3. Preparation of classrooms and equipment
- 2.4. Preparation of workshops/maintenance facilities and equipment
- 2.5. Conduct of theoretical training & practical training (during basic knowledge training and type/task training)
- 2.6. Records of training carried out
- 2.7. Storage of training records

- 2.8. Training at locations not listed in paragraph 1.6
- 2.9. Organisation of examinations
- 2.10. Security and preparation of examination material
- 2.11. Preparation of examination rooms
- 2.12. Conduct of examinations (basic knowledge examinations, type/task training examinations and type examinations)
- 2.13. Conduct of practical assessments (during basic knowledge training and type/task training)
- 2.14. Marking and record of examinations
- 2.15. Storage of examination records
- 2.16. Examinations at locations not listed in paragraph 1.6
- 2.17. Preparation, control & issue of basic training course certificates
- 2.18. Control of subcontractors

PART 3 – TRAINING SYSTEM QUALITY PROCEDURES

- 3.1. Audit of training
- 3.2. Audit of examinations
- 3.3. Analysis of examination results
- 3.4. Audit and analysis remedial action
- 3.5. Accountable manager annual review
- 3.6. Qualifying the instructors
- 3.7. Qualifying the examiners and the assessors
- 3.8. Records of qualified instructors & examiners

PART 4 – APPENDICES

- 4.1. Example of documents and forms used
- 4.2. Syllabus of each training course
- 4.3. Cross-reference index - if applicable

APPENDIX II

EASA Form 4

[COMPETENT AUTHORITY]

Details of Management Personnel required to be accepted as specified in Part-.....

1. Name:
2. Position:
3. Qualifications relevant to the item (2) position:
4. Work experience relevant to the item (2) position:

Signature: Date:

On completion, please send this form under confidential cover to the competent authority.

Competent authority use only

Name and signature of authorised competent authority staff member accepting this person:

Signature: Date:

Name: Office:

PART-147 APPROVAL RECOMMENDATION REPORT EASA FORM 22

Part 2: Part-147 Compliance Audit Review

The five columns may be labeled and used as necessary to record the approved training/examinations, facility, including subcontractor's, reviewed. Against each column used of the following Part-147 subparagraphs please either tick (√) the box if satisfied with compliance or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.

Para	Subject							
147.A.100	Facility requirements	<input type="checkbox"/>						
147.A.105	Personnel requirements	<input type="checkbox"/>						
147.A.110	Records of instructors, examiners and assessors	<input type="checkbox"/>						
147.A.115	Instructional equipment	<input type="checkbox"/>						
147.A.120	Maintenance training material	<input type="checkbox"/>						
147.A.125	Records	<input type="checkbox"/>						
147.A.130	Training procedures and quality system	<input type="checkbox"/>						
147.A.135	Examinations	<input type="checkbox"/>						
147.A.145	Privileges of the maintenance training organisation	<input type="checkbox"/>						
147.A.150	Changes to the maintenance training organisation	<input type="checkbox"/>						

147.A.160	Findings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
147.A.200	Approved basic training course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
147.A.205	Basic knowledge examinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
147.A.210	Basic practical assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
147.A.300	Aircraft type/task training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
147.A.305	Aircraft type examinations and task assessments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Competent authority surveyor(s):		Signature(s):							
Competent authority office:		Date of Form 22 Part 2 completion:							

PART-147 APPROVAL RECOMMENDATION REPORT EASA FORM 22

PART 3: Compliance with Part-147 maintenance training organisation exposition (MTOE)

Please either tick (√) the box if satisfied with compliance, or cross (X) if not satisfied with compliance and specify the reference of the Part 4 finding, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.

Part 1 MANAGEMENT

1.1	<input type="checkbox"/>	Corporate commitment by accountable Manager
1.2	<input type="checkbox"/>	Management personnel
1.3	<input type="checkbox"/>	Duties and responsibilities of management personnel, instructors, knowledge examiners and practical assessor
1.4	<input type="checkbox"/>	Management personnel organisation chart
1.5	<input type="checkbox"/>	List of instructional and examination staff
1.6	<input type="checkbox"/>	List of approved addresses
1.7	<input type="checkbox"/>	List of subcontractors as per 147.A.145(d)
1.8	<input type="checkbox"/>	General description of facilities of paragraph 1.6 addresses
1.9	<input type="checkbox"/>	Specific list of courses and type examinations approved by the competent authority
1.10	<input type="checkbox"/>	Notification procedures regarding changes to organisation
1.11	<input type="checkbox"/>	Exposition and associated manuals amendment procedures

Part 2 TRAINING AND EXAMINATION PROCEDURES

2.1	<input type="checkbox"/>	Organisation of courses
2.2	<input type="checkbox"/>	Preparation of course material
2.3	<input type="checkbox"/>	Preparation of classrooms and equipment
2.4	<input type="checkbox"/>	Preparation of workshops/maintenance facilities and equipment
2.5	<input type="checkbox"/>	Conduct of theoretical training & practical training (during basic knowledge training and type/task training)
2.6	<input type="checkbox"/>	Records of training carried out
2.7	<input type="checkbox"/>	Storage of training records
2.8	<input type="checkbox"/>	Training at locations not listed in paragraph 1.6
2.9	<input type="checkbox"/>	Organisation of examinations

2.10	<input type="checkbox"/>	Security and preparation of examination material
2.11	<input type="checkbox"/>	Preparation of examination rooms
2.12	<input type="checkbox"/>	Conduct of examinations (basic knowledge examinations, type/task training examinations and type examinations)
2.13	<input type="checkbox"/>	Conduct of practical assessments (during basic knowledge training and type/task training)
2.14	<input type="checkbox"/>	Marking and record of examinations
2.15	<input type="checkbox"/>	Storage of examination records
2.16	<input type="checkbox"/>	Examinations at locations not listed in paragraph 1.6
2.17	<input type="checkbox"/>	Preparation, control & issue of basic training course certificates.
2.18	<input type="checkbox"/>	Control of subcontractors.

Part 3 TRAINING SYSTEM QUALITY PROCEDURES

3.1	<input type="checkbox"/>	Audit of training
3.2	<input type="checkbox"/>	Audit of examinations
3.3	<input type="checkbox"/>	Analysis of examination results.
3.4	<input type="checkbox"/>	Audit and analysis remedial action
3.5	<input type="checkbox"/>	Accountable manager annual review
3.6	<input type="checkbox"/>	Qualifying the instructors
3.7	<input type="checkbox"/>	Qualifying the examiners and the assessors
3.8	<input type="checkbox"/>	Records of qualified instructors & examiners.

Part 4 APPENDICES

4.1	<input type="checkbox"/>	Example of documents and forms used.
4.2	<input type="checkbox"/>	Syllabus of each training course.
4.3	<input type="checkbox"/>	Cross-reference index - if applicable.

MTOE reference:

MTOE amendment:

Competent authority audit staff:

Signature(s):

Competent authority office:

Date of Form 22 Part 3 completion:

PART-147 APPROVAL RECOMMENDATION REPORT EASA FORM 22

Part 4: Findings regarding Part-147 compliance status

Each level 1 and 2 finding should be recorded whether it has been rectified or not and should be identified by a simple cross reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.

Part 2 or 3 ref.	Audit reference(s): Findings	L e v e l	Corrective action		
			Date Due	Date Closed	Reference

PART-147 APPROVAL RECOMMENDATION REPORT EASA FORM 22

Part 5: Part-147 approval or continued approval or change recommendation

Name of organisation:

Approval reference:

Audit reference(s):

Applicable Part-147 amendment status:

The following Part-147 scope of approval is recommended for this organisation:

Or, it is recommended that the Part-147 scope of approval specified in EASA Form 11 referenced be continued.

Name of recommending competent authority surveyor:

Signature of recommending competent authority surveyor:

Competent authority office:

Date of recommendation:

Form 22 review (quality check) :

Date:

APPENDIX IV

EASA Form 12

<p>EASA FORM 12 Page 1</p>	<p>APPLICATION FOR PART-147 INITIAL/CHANGE OF APPROVAL</p>
<p>Registered Name & Address of Applicant:</p> <p>Trading Name (if different): Addresses Requiring Approval:</p> <p>Tel No:.....Fax No.....E Mail.....</p>	
<p>Scope of Part-147 Approval Relevant to This Initial */Change of * Application (See other side for training course designators to be used):</p> <p>Basic Training:</p> <p>Type Training:</p> <p>Does the organisation hold approval under Part-21 */Part-145 */Part-M * * Cross out whichever is not applicable</p>	
<p>Name & Position of Accountable Manager: Signature of Accountable Manager: Date of Application: Please send this form with any required fee to be paid under National Legislation to your National Aviation Authority</p>	<p>Space for official use</p>

E. The title of Decision No 2003/19/RM, Annex VIII (Guidance Material to Part-M), is renamed as Annex VI (Guidance Material to Part-M)

~~Annex VIII~~
~~Guidance Material to Part-M~~

Annex VI
Guidance Material to Part-M

GM to Appendix II to Part-M Use of the EASA Form 1 for maintenance

EASA Form 1 Block 12 'Remarks'

Examples of data to be entered in this block as appropriate:

- Maintenance documentation used, including the revision status, for all work performed and not limited to the entry made in block 11.
A statement such as 'in accordance with the CMM' is not acceptable.
- NDT methods with appropriate documentation used when relevant.
- Compliance with airworthiness directives or service bulletins.
- Repairs carried out.
- Modifications carried out.
- Replacement parts installed.
- Life-limited parts status.
- Shelf life limitations.
- Deviations from the customer work order.
- Release statements to satisfy a foreign Civil Aviation Authority maintenance requirement.
- Information needed to support shipment with shortages or re-assembly after delivery.
- References to aid traceability, such as batch numbers.