

Changed or amended text**(.....) text either moved or deleted**

By checking out on all marked text you will as easy as possible with EASA regulations, be informed what is new. The 3 key changes are:

- Introduction of B3 Licence
- Redefinition of Aircraft categories for Type Ratings in a much simplified manner. Final result depends on the not yet published aircraft list
- Definition of requirements for Type Training and Examinations

*ANNEX III***(Part-66)**

CONTENTS

66.1. Competent authority*SECTION A — TECHNICAL REQUIREMENTS*

SUBPART A — AIRCRAFT MAINTENANCE LICENCE

66.A.1 Scope

66.A.3 Licence categories**66.A.5 Aircraft groups**

66.A.10 Application

66.A.15 Eligibility

66.A.20 Privileges

66.A.25 Basic knowledge requirements

66.A.30 Basic experience requirements

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

66.A.45 Endorsement with aircraft rating

66.A.50 Limitations

66.A.55 Evidence of qualification

66.A.70 Conversion provisions

(.....)*SECTION B — PROCEDURES FOR COMPETENT AUTHORITIES*

SUBPART A — GENERAL

66.B.1 Scope

66.B.10 Competent authority

(....)

66.B.20 Record-keeping

66.B.25 Mutual exchange of information

66.B.30 Exemptions

SUBPART B — ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE

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

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

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

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

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

66.B.125 Procedure for the conversion of licences including group ratings

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

SUBPART C — EXAMINATIONS

66.B.200 Examination by the competent authority

SUBPART D — CONVERSION OF CERTIFYING STAFF QUALIFICATIONS

66.B.300 General

66.B.305 Conversion report for national qualifications

66.B.310 Conversion report for approved maintenance organisations authorisations

SUBPART E — EXAMINATION CREDITS

66.B.400 General

66.B.405 Examination credit report

66.B.410 Examination credit validity

SUBPART F — CONTINUING OVERSIGHT

66.B.500 Revocation, suspension or limitation of the aircraft maintenance licence

APPENDICES

Appendix I — Basic knowledge requirements (in this copy without syllabus, for syllabus go to, and select preferred language)
<http://eur-lex.europa.eu/JOhtml.do?uri=OJ:L:2011:298:SOM:DE:HTML>

Appendix II — Basic examination standard

Appendix III Aircraft type training and examination standard. OJT Appendix fully reworked

IV — Experience requirements for extending an (...) aircraft maintenance licence

Appendix V — EASA Form 19 — Application form for copy go to link above

Appendix VI — EASA Form 26 — Aircraft maintenance licence referred to in Annex III (Part-66) for copy go to link above

66.1 Competent authority

(a) For the purpose of this Annex (Part-66), the competent authority shall be:

1. the authority designated by the Member State to whom a person first applies for the issuance of an aircraft maintenance licence; or
2. the authority designated by another Member State, in case it would be different, subject to agreement with the authority referred to in point 1. In that case, the licence referred to in point 1 shall be revoked, all the records mentioned in point 66.B.20 shall be transferred and a new licence shall be issued on the basis of these records.

(b) The Agency shall be responsible for defining:

1. the list of aircraft types; and
2. what airframe/engine combinations are included in each particular aircraft type rating.

*SECTION A TECHNICAL
REQUIREMENTS SUBPART A
AIRCRAFT MAINTENANCE LICENCE
(.....)*

66.A.1 Scope

This section defines the aircraft maintenance licence and establishes the requirements for application, issue and continuation of its validity.

66.A.3 Licence categories

(a) Aircraft maintenance licences include the following categories:

- Category A
- Category B1
- Category B2
- **Category B3**
- Category C

(b) Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines. These subcategories are:

- A1 and B1.1 Aeroplanes Turbine
- A2 and B1.2 Aeroplanes Piston
- A3 and B1.3 Helicopters Turbine
- A4 and B1.4 Helicopters Piston

(c) **Category B3 is applicable to piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below.**

66.A.5 Aircraft groups

For the purpose of ratings on aircraft maintenance licences, aircraft shall be classified in the following groups:

1. **Group 1: complex motor-powered aircraft as well as multiple engine helicopters, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems and other aircraft requiring an aircraft type rating when defined so by the Agency.**

2. Group 2: aircraft other than those in Group 1 belonging to the following subgroups:

— sub-group 2a: single turbo-propeller engine aeroplanes

— sub-group 2b: single turbine engine helicopters

— sub-group 2c: single piston engine helicopters.

3. Group 3: piston engine aeroplanes other than those in Group 1.

66.A.10 Application

- (a) An application for an aircraft maintenance licence or change to such licence shall be made on an EASA Form 19 (see Appendix V) in a manner established by the competent authority and submitted thereto.
- (b) An application for the change to an aircraft maintenance licence shall be made to the competent authority of the Member State that (...) issued the aircraft maintenance licence.
- (c) In addition to the documents required in points 66.A.10(a), 66.A.10(b) and 66.B.105, as appropriate, the applicant for additional basic categories or subcategories to an aircraft maintenance licence shall submit his/her current original aircraft maintenance licence to the competent authority together with the EASA Form 19.
- (d) Where the applicant for change of the basic categories qualifies for such change via the procedure referred to in point 66.B.100 in a Member State other than the Member State which issued (...) the license, the application shall be sent to the competent authority referred to in point 66.1.
- (e) Where the applicant for change of the basic categories qualifies for such change via the procedure referred to in point 66.B.105 in a Member State other than the Member State which (...) issued the license, the maintenance organisation approved in accordance with Annex II (Part-145) shall send the aircraft maintenance licence together with the EASA Form 19 to the competent authority referred to in point 66.1 for (...) stamp and signature of the change or reissue of the licence, as appropriate.
- (f) Each application shall be supported by documentation to demonstrate compliance with the applicable theoretical knowledge, practical training and experience requirements at the time of application.

66.A.15 Eligibility

An applicant for an aircraft maintenance licence shall be at least 18 years of age.

66.A.20 Privileges

- (a) (...) The following privileges shall apply:
1. A category A aircraft maintenance licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of Annex II (Part-145). The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation.
 2. A category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B1 support staff following:
 - maintenance performed on aircraft structure, powerplant and mechanical and electrical systems,

— work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

Category B1 includes (...) the corresponding A subcategory.

3. A category B2 aircraft maintenance licence shall permit the holder:

(i) to issue certificates of release to service and to act as B2 support staff for following:

— maintenance performed on avionic and electrical systems, and

— electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and

(ii) to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of Annex II (Part-145). This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the ratings already endorsed in the B2 licence.

The category B2 licence does not include any A subcategory.

4. A category B3 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B3 support staff for:

— maintenance performed on aeroplane structure, powerplant and mechanical and electrical systems,

— work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

5. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety. (...)

(b) The holder of an aircraft maintenance licence may not exercise its privileges unless:

1. in compliance with the applicable requirements of Annex I (Part-M) and Annex II (Part-145); and

2. in the preceding 2-year period he/she has, either had 6 months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of the appropriate privileges; and

3. he/she has the adequate competence to certify maintenance on the corresponding aircraft; and

4. he/she is able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written.

66.A.25 Basic knowledge requirements

(a) An applicant for an aircraft maintenance licence, or the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge in the appropriate subject modules in accordance with the Appendix I to Annex III (Part-66). The (...) examination shall be conducted either by a training organisation appropriately approved in accordance with Annex IV (Part-147) or by the competent authority.

(b) The training courses and examinations shall be passed within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory to such aircraft maintenance licence. Should this not be the case, examination credits may however be obtained in accordance with point (c).

(c) The applicant may apply to the competent authority for full or partial examination credit to the basic knowledge requirements for:

1. basic knowledge examinations that do not meet the requirement described in point (b) above; and

2. any other technical qualification considered by the competent authority to be equivalent to the knowledge standard of Annex III (Part-66).

(....) Credits shall be granted in accordance with Subpart E of Section B of this Annex (Part-66).

(d) Credits expire 10 years after they were granted to the applicant by the competent authority. The applicant may apply for new credits after expiration.

66.A.30 Basic experience requirements

(a) An applicant for an aircraft maintenance licence shall have acquired:

1. for category A, subcategories B1.2 and B1.4 and category B3:

- (i) 3 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or
- (ii) 2 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker, in a technical trade; or
- (iii) 1 year of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147);

2. for category B2 and subcategories B1.1 and B1.3:

- (i) 5 years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or
- (ii) 3 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker, in a technical trade; or
- (iii) 2 years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147);

3. for category C with respect to large aircraft:

- (i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as support staff according to point 145.A.35, or, a combination of both; or
- (ii) 5 years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as support staff according to point 145.A.35, or a combination of both;

4. for category C with respect to other than large aircraft: 3 years of experience exercising category B1 or B2 privileges on other than large aircraft or as support staff according to point 145.A.35(a), or a combination of both;

5. for category C obtained through the academic route: an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution recognised by the competent authority, 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including 6 months of observation of base maintenance tasks.

(b) An applicant for an extension to an aircraft maintenance licence shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or subcategory of licence applied for as defined in Appendix IV to **this Annex (Part-66)**.

(c) (.....) The experience shall be practical and involve a representative cross section of maintenance tasks on aircraft.

(d) (.....) At least 1 year of the required experience shall be recent maintenance experience on aircraft of the category/
subcategory for which the initial aircraft maintenance licence is sought. For subsequent category/subcategory additions to an existing aircraft maintenance licence, the additional recent maintenance experience required may be less than 1 year, but shall be at least 3 months. The required experience shall be dependent upon the difference between the licence category/subcategory held and applied for. Such additional experience shall be typical of the new licence category/subcategory sought.

(e) Notwithstanding paragraph (a), aircraft maintenance experience gained outside a civil aircraft maintenance environment shall be accepted when such maintenance is equivalent to that required by this **Annex (Part-66)** as established by the competent authority. Additional experience of civil aircraft maintenance shall, however, be required to ensure adequate understanding of the civil aircraft maintenance environment.

(f) Experience shall have been acquired within the 10 years preceding the application for an aircraft maintenance licence or the addition of a category or subcategory to such a licence.

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

(a) The aircraft maintenance licence becomes invalid 5 years after its last issue or change, unless the holder submits his/her aircraft maintenance licence to the competent authority that issued it, in order to verify that the information contained in the licence is the same as that contained in the competent authority records, pursuant to point 66.B.120.

(b) The holder of an aircraft maintenance licence shall complete the relevant parts of EASA Form 19 (see **Appendix V**) and submit it with the holder's copy of the licence to the competent authority that issued the original aircraft maintenance licence, unless the holder works in a maintenance organisation approved in accordance with Annex II (Part-145) that has a procedure in its exposition whereby such organisation may submit the necessary documentation on behalf of the aircraft maintenance licence holder.

(c) Any certification privilege based upon a aircraft maintenance licence becomes invalid as soon as the aircraft maintenance licence is invalid.

(d) The aircraft maintenance licence is only valid (i) when issued and/or changed by the competent authority and (ii) when the holder has signed the document.

66.A.45 Endorsement with aircraft ratings

(a) In order to be entitled to exercise certification privileges on a specific aircraft type, the holder of an aircraft maintenance licence need to have his/her licence endorsed with the relevant aircraft ratings.

— For category B1, B2 or C the relevant aircraft ratings are the following:

1. For group 1 aircraft, the appropriate aircraft type rating.

2. For group 2 aircraft, the appropriate aircraft type rating, manufacturer sub-group rating or full sub-group rating.

3. For group 3 aircraft, the appropriate aircraft type rating or full group rating.

— For category B3, the relevant rating is 'piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below'.

— For category A, no rating is required, subject to compliance with the requirements of point 145.A.35 of Annex II (Part-145).

- (b) The endorsement of aircraft type ratings requires the satisfactory completion of the relevant category B1, B2 or C aircraft type training.
- (c) In addition to the requirement of point (b), the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Training, as described in Appendix III to Annex III (Part-66).
- (d) By derogation from points (b) and (c), for group 2 and 3 aircraft, aircraft type ratings may also be granted after:
- satisfactory completion of the relevant category B1, B2 or C aircraft type examination described in Appendix III to this Annex (Part-66), and
 - in the case of B1 and B2 category, demonstration of practical experience on the aircraft type. In that case, the practical experience shall include a representative cross section of maintenance activities relevant to the licence category.
- In the case of a category C rating for a person qualified by holding an academic degree as specified in point 66.A.30(a)(5), the first relevant aircraft type examination shall be at the category B1 or B2 level.
- (e) For group 2 aircraft:
1. the endorsement of manufacturer sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least two aircraft types from the same manufacturer which combined are representative of the applicable manufacturer sub-group;
 2. the endorsement of full sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least three aircraft types from different manufacturers which combined are representative of the applicable sub-group;
 3. the endorsement of manufacturer sub-groups and full sub-group ratings for category B2 licence holders requires demonstration of practical experience which shall include a representative cross section of maintenance activities relevant to the licence category and to the applicable aircraft sub-group.
- (f) For group 3 aircraft:
1. the endorsement of the full group 3 rating for category B1, B2 and C licence holders requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to the group 3.
 2. for category B1, unless the applicant provides evidence of appropriate experience, the group 3 rating shall be subject to the following limitations, which shall be endorsed on the licence:
 - pressurised aeroplanes
 - metal structure aeroplanes
 - composite structure aeroplanes
 - wooden structure aeroplanes
 - aeroplanes with metal tubing structure covered with fabric.
- (g) For the B3 licence:
1. the endorsement of the rating "piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below" requires demonstration of practical experience which shall include a representative cross-section of maintenance activities relevant to the licence category.

2. unless the applicant provides evidence of appropriate experience, the rating referred to in point 1 shall be subject to the following limitations, which shall be endorsed on the licence:

— wooden structure aeroplanes

— aeroplanes with metal tubing structure covered with fabric

— metal structure aeroplanes

— composite structure aeroplanes.

3. (.....)

66.A.50 Limitations

(a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and affect the aircraft in its entirety.

(b) For limitations referred to in point 66.A.45, limitations shall be removed upon:

1. demonstration of appropriate experience; or

2. after a satisfactory practical assessment performed by the competent authority.

(c) For limitations referred to in point 66.A.70, limitations shall be removed upon satisfactory completion of examination on those modules/subjects defined in the applicable conversion report referred to in point 66.B.300.

66.A.55 Evidence of qualification

Personnel exercising certification privileges as well as support staff shall produce their licence, as evidence of qualification, within 24 hours upon request by an authorised person.

66.A.70 Conversion provisions

(a) 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) shall be issued an aircraft maintenance licence by the competent authority of this Member State without further examination subject to the conditions specified in Section B Subpart D.

(b) A person undergoing a certifying staff qualification process valid in a Member State, prior to the date of entry into force of Annex III (Part-66) may continue to be qualified. The holder of a certifying staff qualification gained following such process shall be issued an aircraft maintenance licence by the competent authority of this Member State without further examination subject to the conditions specified in Section B Subpart D.

(c) Where necessary, the aircraft maintenance licence shall contain (.) limitations in accordance with point 66.A.50 to reflect the differences between (i) the scope of the certifying staff qualification valid in the Member State before the entry into force of this Regulation and (ii) the basic knowledge requirements and the basic examination standards laid down in Appendix I and II to this Annex (Part-66).

(d) By derogation to paragraph (c) for aircraft not involved in commercial air transport other than large aircraft, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to ensure that the certifying staff privileges valid in the Member State before the entry into force of this Regulation and the privileges of the converted Part-66 aircraft maintenance licence remain the same.

SECTION B

PROCEDURES FOR COMPETENT AUTHORITIES

SUBPART A

GENERAL

66.B.1 Scope

This section establishes the procedures including the administrative requirements to be followed by the competent authorities in charge of the implementation and the enforcement of Section A of this Annex (Part-66).

66.B.10 Competent authority*(a) General*

The Member State shall designate a competent authority with allocated responsibilities for the issuance, continuation, change, suspension or revocation of aircraft maintenance licences.

This competent authority shall establish an **adequate** organisational structure to ensure compliance with this Annex (Part-66).

(b) Resources

The competent authority shall be appropriately staffed to ensure the implementation of the requirements of this **Annex** (Part-66).

(c) Procedures

The competent authority shall establish **documented** procedures detailing how compliance with this **Annex** (Part-66) is accomplished. These procedures shall be reviewed and amended to ensure continued compliance.

(...)

66.B.20 Record-keeping

(a) The competent authority shall establish a system of record-keeping that allows adequate traceability of the process to issue, revalidate, change, suspend or revoke each aircraft maintenance licence.

(b) These records shall include for **each licence**:

1. the application for an aircraft maintenance licence or change to that licence, including all supporting documentation;
2. a copy of the aircraft maintenance licence including any changes;
3. copies of all relevant correspondence;
4. details of any exemption and enforcement actions;
5. any report from other competent authorities relating to the aircraft maintenance licence holder;
6. the records of examinations conducted by the competent authority;
- 7. the applicable conversion report used for conversion;**
- 8. the applicable credit report used for crediting.**

(c) Records referred to in points 1 to 5 of **point (b)** shall be kept at least 5 years after the end of the licence validity.

(d) Records referred to in points 6, **7 and 8** of point (b) shall be kept for an unlimited period.

66.B.25 Mutual exchange of information

(a) In order **to implement the requirement** of this Regulation, the competent authorities shall participate in a mutual exchange of information in accordance with **Article 15 of Regulation (EC) No 216/2008**.

(b) Without prejudice to the competencies of the Member States, in the case of a potential safety threat involving several Member States, the concerned competent authorities shall assist each other in carrying out the necessary oversight action.

66.B.30 Exemptions

All exemptions granted in accordance with **Article 14.4 of Regulation (EC) No 216/2008** shall be recorded and retained by the competent authority.

SUBPART B

ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE

This Subpart provides the procedures to be followed by the competent authority to issue, **change** or **continue** an aircraft maintenance licence.

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

- (a) On receipt of EASA Form 19 and any supporting documentation, the competent authority shall verify EASA Form 19 for completeness and ensure that the experience claimed meets the requirement of this **Annex (Part-66)**.
- (b) The competent authority shall verify an applicant's examination status and/or confirm the validity of any credits to ensure that all required modules of Appendix I have been met as required by this **Annex (Part-66)**.
- (c) **When having verified the identity and date of birth of the applicant and** being satisfied that the applicant meets the standards of knowledge and experience required by this **Annex (Part-66)**, the competent authority shall issue the relevant aircraft maintenance licence to the applicant. The same information shall be kept on competent authority **records**.
- (d) **In the case where aircraft types or groups are endorsed at the time of the issuance of the first aircraft maintenance licence, the competent authority shall verify compliance with point 66.B.115.**

66.B.105 Procedure for the issue of an aircraft maintenance licence via a maintenance organisation approved in accordance with Annex II (Part-145)

- (a) A maintenance organisation approved in accordance with Annex II (Part-145), **when** authorised to carry out this activity by the competent authority, may (i) prepare the aircraft maintenance licence on behalf of the competent authority or (ii) make recommendations to the competent authority regarding the application from an individual for a aircraft maintenance licence so that the competent authority may prepare and issue such licence.
- (b) **Maintenance organisations referred to in point (a)** shall ensure compliance with points 66.B.100 (a) and (b).

(.....)

- (c) **In all cases, the aircraft maintenance licence can only be issued to the applicant by the competent authority.**

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

- (a) At the completion of the procedures specified in points 66.B.100 or 66.B.105, the competent authority shall endorse the additional basic category or subcategory on the aircraft maintenance licence by stamp and signature or reissue the licence.
- (b) The competent authority record system shall be changed accordingly.

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

- (a) On receipt of a satisfactory EASA Form 19 and any supporting documentation demonstrating compliance with the requirements of the applicable rating together with the accompanying aircraft maintenance licence, the competent authority shall either:

1. endorse the applicant's aircraft maintenance licence with the applicable aircraft rating; or

2. reissue the said licence to include the applicable aircraft rating; or

3. remove the applicable limitations in accordance with point 66.A.50.

The competent authority record system shall be changed accordingly.

- (b) In the case where the complete type training is not conducted by maintenance training organisation appropriately approved in accordance with Annex IV (Part-147), the competent authority shall be satisfied that all type training requirements are complied with before the type rating is issued.
- (c) In the case where the On the Job Training is not required, the aircraft type rating shall be endorsed based on a Certificate of Recognition issued by a maintenance training organisation approved in accordance with Annex IV (part-147).
- (d) In the case where the aircraft type training is not covered by a single course, the competent authority shall be satisfied prior to the type rating endorsement that the content and length of the courses fully satisfy the scope of the licence category and that the interface areas have been appropriately addressed.
- (e) In the case of differences training, the competent authority shall be satisfied that (i) the applicant's previous qualification, supplemented by (ii) either a course approved in accordance with Annex IV (Part-147) or a course directly approved by the competent authority, are acceptable for type rating endorsement.
- (f) Compliance with the practical elements shall be demonstrated (i) by the provision of detailed practical training records or a logbook provided by a maintenance organisation appropriately approved in accordance with Annex II (Part-145) or, where available, (ii) by a training certificate covering the practical training element issued by a maintenance training organisation appropriately approved in accordance with Annex IV (part-147).
- (g) Aircraft type endorsement shall use the aircraft type ratings specified by the Agency.

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

- (a) The competent authority shall compare the holder's aircraft maintenance licence with the competent authority records and verify any pending revocation, suspension or change action pursuant to point 66.B.500. If the documents are identical and no action is pending pursuant to point 66.B.500, the holder's copy shall be renewed for 5 years and the file endorsed accordingly.
- (b) If the competent authority records are different from the aircraft maintenance licence held by the licence holder:
1. the competent authority shall investigate the reasons for such differences and may choose not to renew the aircraft maintenance licence.
 2. the competent authority shall inform the licence holder and any known maintenance organisation approved in accordance with Annex I (Part-M) Subpart F or Annex II (Part-145) that may be directly affected of such fact.
 3. the competent authority shall, if necessary, take action in accordance with point 66.B.500 to revoke, suspend or change the licence in question.

66.B.125 Procedure for the conversion of licences including group ratings

- (a) Individual aircraft type ratings already endorsed on the aircraft maintenance licence referred to in point 4 of Article 5 shall remain on the licence and shall not be converted to new ratings unless the licence holder fully meets the requirements for endorsement defined in point 66.A.45 of this Annex (Part-66) for the corresponding group/sub-group ratings.
- (b) The conversion shall be performed in accordance with the following conversion table:

1. for category B1 or C:

— helicopter piston engine, full group: converted to "full sub-group 2c" plus the aircraft type ratings for those single piston engine helicopters which are in group 1,

- helicopter piston engine, manufacturer group: converted to the corresponding "manufacturer sub-group 2c" plus the aircraft type ratings for those single piston engine helicopters of that manufacturer which are in group 1,
- helicopter turbine engine, full group: converted to "full sub-group 2b" plus the aircraft type ratings for those single turbine engine helicopters which are in group 1,
- helicopter turbine engine, manufacturer group: converted to the corresponding "manufacturer sub-group 2b" plus the aircraft type ratings for those single turbine engine helicopters of that manufacturer which are in group 1,
- aeroplane single piston engine — metal structure, either full group or manufacturer group: converted to "full group 3". For the B1 licence the following limitations shall be included: composite structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,
- aeroplane multiple piston engines — metal structure, either full group or manufacturer group: converted to "full group 3". For the B1 licence the following limitations shall be included: composite structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,
- aeroplane single piston engine — wooden structure, either full group or manufacturer group: converted to "full group 3". For the B1 licence the following limitations shall be included: metal structure aeroplanes, composite structure aeroplanes and metal tubing and fabric aeroplanes,
- aeroplane multiple piston engine — wooden structure, either full group or manufacturer group: converted to "full group 3". For the B1 licence the following limitations shall be included: metal structure aeroplanes, composite structure aeroplanes and metal tubing and fabric aeroplanes,
- aeroplane single piston engine — composite structure, either full group or manufacturer group: converted to "full group 3". For the B1 licence the following limitations shall be included: metal structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,
- aeroplane multiple piston engine — composite structure, either full group or manufacturer group: converted to "full group 3". For the B1 licence the following limitations shall be included: metal structure aeroplanes, wooden structure aeroplanes and metal tubing and fabric aeroplanes,
- aeroplane turbine — single engine, full group: converted to "full sub-group 2a" plus the aircraft type ratings for those single turboprop aeroplanes which did not require an aircraft type rating in the previous system and are in group 1,
- aeroplane turbine — single engine, manufacturer group: converted to the corresponding "manufacturer sub-group 2a" plus the aircraft type ratings for those single turboprop aeroplanes of that manufacturer which did not require an aircraft type rating in the previous system and are in group 1,
- aeroplane turbine — multiple engine, full group: converted to the aircraft type ratings for those multiple turboprop aeroplanes which did not require an aircraft type rating in the previous system;

2. for category B2:

- aeroplane: converted to "full sub-group 2a" and "full group 3", plus the aircraft type ratings for those aeroplanes which did not require an aircraft type rating in the previous system and are in group 1,

— helicopter: converted to "full sub-groups 2b and 2c", plus the aircraft type ratings for those helicopters which did not require an aircraft type rating in the previous system and are in group 1;

3. for category C:

— aeroplane: converted to "full sub-group 2a" and "full group 3", plus the aircraft type ratings for those aeroplanes which did not require an aircraft type rating in the previous system and are in group 1,

— helicopter: converted to "full sub-groups 2b and 2c", plus the aircraft type ratings for those helicopters which did not require an aircraft type rating in the previous system and are in group 1.

(c) If the licence was subject to limitations following the conversion process referred to in point 66.A.70, these limitations shall remain on the licence, unless they are removed under the conditions defined in the relevant conversion report referred to in point 66.B.300.

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

The competent authority may approve aircraft type training not conducted by a maintenance training organisation approved in accordance with Annex IV (Part-147), pursuant to point 1 of Appendix III to this Annex (part-66). In such case the competent authority shall have a procedure to ensure the aircraft type training complies with Appendix III of this Annex (Part-66).

SUBPART C

EXAMINATIONS

This Subpart provides the procedures to be followed for the examinations conducted by the competent authority.

66.B.200 Examination by the competent authority

- (a) All examination questions shall be kept in a secure manner prior to an examination, to ensure that candidates will not know which particular questions will form the basis of the examination. (...)
- (b) The competent authority shall nominate:
1. persons who control the questions to be used for each examination;
 2. examiners who shall be present during all examinations to ensure the integrity of the examination.
- (c) Basic examinations shall follow the standard specified in Appendix I and II to this Annex (Part-66).
- (d) Type training examinations and type examinations shall follow the standard specified in Appendix III to this Annex (Part-66).
- (e) New essay questions shall be raised at least every 6 months and questions already used withdrawn or rested from use. A record of the questions used shall be retained in the records for reference.
- (f) All examination papers shall be handed out at the start of the examination to the candidate and handed back to the examiner at the end of the allotted examination time period. No examination paper may be removed from the examination room during the allotted examination time period.
- (g) Apart from specific documentation needed for type examinations, only the examination paper may be available to the candidate during the examination.
- (h) Examination candidates shall be separated from each other so that they cannot read each other's examination papers. They may not speak to any person other than the examiner.
- (i) Candidates who are proven to be cheating shall be banned from taking any further examination within 12 months of the date of the examination in which they were found cheating.

SUBPART D

CONVERSION OF CERTIFYING STAFF QUALIFICATIONS

This Subpart provides the procedures for the conversion of certifying staff qualifications referred to in point 66.A.70 to aircraft maintenance licences.

66.B.300 General

- (a) The competent authority may only convert qualifications (i) obtained in the Member State for which it is competent, without prejudice to bilateral agreements and (ii) valid prior to the entry into force of the applicable requirements of this Annex (Part-66).
- (b) The competent authority may only perform the conversion in accordance with a conversion report established pursuant to points 66.B.305 or 66.B.310, as applicable.
- (c) Conversion reports shall be either (i) developed by the competent authority or (ii) approved by the competent authority to ensure compliance with this Annex (Part-66).
- (d) Conversion reports together with any change of these shall be kept on record by the competent authority in accordance with point 66.B.20.

66.B.305 Conversion report for national qualifications

- (a) The conversion report for national certifying staff qualifications shall describe the scope of each type of qualification, including the associated national licence, if any, the associated privileges and include a copy of the relevant national regulations defining these.
- (b) The conversion report shall show for each type of qualification referred to in point (a):
1. to which aircraft maintenance licence it will be converted; and
 2. which limitations shall be added in accordance with points 66.A.70(c) or (d), as applicable; and
 3. the conditions to remove the limitations, specifying the module/subjects on which examination is needed to remove the limitations and obtain a full aircraft maintenance licence, or to include an additional (sub-) category. This shall include the modules defined in Appendix III to this Annex (Part-66) not covered by the national qualification.

66.B.310 Conversion report for approved maintenance organisations authorisations

- (a) For each approved maintenance organisation concerned, the conversion report shall describe the scope of each type of authorisation (.....) issued by the maintenance organisation and include a copy of the relevant approved maintenance organisation's procedures for the qualification and the authorisation of certifying staff on which the conversion process is based.
- (b) The conversion report shall show for each type of authorisation referred to in point (a):
1. to which aircraft maintenance licence it will be converted, and
 2. which limitations shall be added in accordance with points 66.A.70(c) or (d), as applicable, and
 3. the conditions to remove the limitations, specifying the module/subjects on which examination is needed to remove the limitations and obtain a full aircraft maintenance licence, or to include an additional (sub-) category. This shall include the modules defined in Appendix III to this Annex (Part-66) not covered by the national qualification.

SUBPART E

EXAMINATION CREDITS

This Subpart provides the procedures for granting examination credits referred to in point 66.A.25(c).

66.B.400 General

- (a) The competent authority may only grant credit on the basis of a credit report prepared in accordance with point 66.B.405.

(b) The credit report shall be either (i) developed by the competent authority or (ii) approved by the competent authority to ensure compliance with this Annex (Part-66).

(c) Credit reports together with any change of these shall be dated and kept on record by the competent authority in accordance with point 66.B.20.

66.B.405 Examination credit report

(a) The credit report shall include a comparison between:

(i) the modules, sub-modules, subjects and knowledge levels contained in Appendix I to this Annex (Part-66), as applicable; and

(ii) the syllabus of the technical qualification concerned relevant to the particular category being sought.

This comparison shall state if compliance is demonstrated and contain the justifications for each statement.

(b) Credit for examinations, other than basic knowledge examinations carried out in maintenance training organisations approved in accordance with Annex IV (Part-147), can only be granted by the competent authority of the Member State in which the qualification has been obtained, without prejudice to bilateral agreements.

(c) No credit can be granted unless there is a statement of compliance against each module and sub-module, stating where, in the technical qualification, the equivalent standard can be found.

(d) The competent authority shall check on a regular basis whether (i) the national qualification standard or (ii) Appendix I to this Annex (Part-66) have changed and assess if changes to the credit report are consequently required. Such changes shall be documented, dated and recorded.

66.B.410 Examination credit validity

(a) The competent authority shall notify to the applicant in writing any credits granted together with the reference to the credit report used.

(b) Credits shall expire 10 years after they are granted.

(c) Upon expiration of the credits, the applicant may apply for new credits. The competent authority shall continue the validity of the credits for an additional period of 10 years without further consideration if basic knowledge requirements defined in Appendix I to this Annex (Part-66) have not been changed.

SUBPART F

CONTINUING OVERSIGHT

This Subpart describes the procedures for the continuing oversight of the aircraft maintenance licence and in particular for the revocation, suspension or limitation of the aircraft maintenance licence.

66.B.500 Revocation, suspension or limitation of the aircraft maintenance licence

The competent authority shall suspend, limit or revoke the aircraft maintenance licence where it has identified a safety issue or if it has clear evidence that the person has carried out or been involved in one or more of the following activities:

1. obtaining the aircraft maintenance licence and/or the certification privileges by falsification of documentary evidence;
2. failing to carry out requested maintenance combined with failure to report such fact to the organisation or person who requested the maintenance;

3. failing to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out;
 4. negligent maintenance;
 5. falsification of the maintenance record;
 6. issuing a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such maintenance has been carried out;
 7. carrying out maintenance or issuing a certificate of release to service when adversely affected by alcohol or drugs;
 8. issuing certificate of release to service while not in compliance with **Annex I (Part-M), Annex II (Part-145) or Annex III (Part-66).**
-

*Appendix I***Basic Knowledge Requirements****1. Knowledge levels for Category A, B1, B2, B3 and C Aircraft Maintenance Licence**

Basic knowledge for categories A, B1, B2 and B3 are indicated by knowledge levels (1, 2 or 3) against each applicable subject. Category C applicants shall meet either the category B1 or the category B2 basic knowledge levels.

The knowledge level indicators are defined on 3 levels as follows:

— *LEVEL 1: A familiarisation with the principal elements of the subject.*

Objectives:

- (a) The applicant should be familiar with the basic elements of the subject.
- (b) The applicant should be able to give a simple description of the whole subject, using common words and examples.
- (c) The applicant should be able to use typical terms.

— *LEVEL 2: A general knowledge of the theoretical and practical aspects of the subject and an ability to apply that knowledge.*

Objectives:

- (a) The applicant should be able to understand the theoretical fundamentals of the subject.
- (b) The applicant should be able to give a general description of the subject using, as appropriate, typical examples.
- (c) The applicant should be able to use mathematical formulae in conjunction with physical laws describing the subject.
- (d) The applicant should be able to read and understand sketches, drawings and schematics describing the subject.
- (e) The applicant should be able to apply his knowledge in a practical manner using detailed procedures.

— *LEVEL 3: A detailed knowledge of the theoretical and practical aspects of the subject and a capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner.*

Objectives:

- (a) The applicant should know the theory of the subject and interrelationships with other subjects.
- (b) The applicant should be able to give a detailed description of the subject using theoretical fundamentals and specific examples.
- (c) The applicant should understand and be able to use mathematical formulae related to the subject.
- (d) The applicant should be able to read, understand and prepare sketches, simple drawings and schematics describing the subject.
- (e) The applicant should be able to apply his knowledge in a practical manner using manufacturer's instructions.
- (f) The applicant should be able to interpret results from various sources and measurements and apply corrective action where appropriate.

2. Modularisation

Qualification on basic subjects for each aircraft maintenance licence category or subcategory should be in accordance with the following matrix, where applicable subjects are indicated by an "X":

Subject module	A or B1 aeroplane with:		A or B1 helicopter with:		B2	B3
	Turbine engine(s)	Piston engine(s)	Turbine engine(s)	Piston engine(s)	Avionics	Piston-engine non-pressurised aeroplanes 2 000 kg MTOM and below
1	X	X	X	X	X	X
2	X	X	X	X	X	X
3	X	X	X	X	X	X
4	X	X	X	X	X	X
5	X	X	X	X	X	X
6	X	X	X	X	X	X
7A	X	X	X	X	X	
7B						X
8	X	X	X	X	X	X
9A	X	X	X	X	X	
9B						X
10	X	X	X	X	X	X
11A	X					
11B		X				
11C						X
12			X	X		
13					X	
14					X	
15	X		X			
16		X		X		X
17A	X	X				
17B						X

Appendix II

Basic Examination Standard

1. General

- 1.1. All basic examinations shall be carried out using the multi-choice question format and essay questions as specified below. The incorrect alternatives shall seem equally plausible to anyone ignorant of the subject. All of the alternatives shall be clearly related to the question and of similar vocabulary, grammatical construction

and length. In numerical questions, the incorrect answers shall correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they shall not be mere random numbers.

- 1.2. Each multi-choice question shall have three alternative answers of which only one shall be the correct answer and the candidate shall be allowed a time per module which is based upon a nominal average of 75 seconds per question.
- 1.3. Each essay question requires the preparation of a written answer and the candidate shall be allowed 20 minutes to answer each such question.
- 1.4. Suitable essay questions shall be drafted and evaluated using the knowledge syllabus in Appendix I Modules 7A, 7B, 9A, 9B and 10.
- 1.5. Each question will have a model answer drafted for it, which will also include any known alternative answers that may be relevant for other subdivisions.
- 1.6. The model answer will also be broken down into a list of the important points known as Key Points.
- 1.7. The pass mark for each module and sub-module multi-choice part of the examination is 75 %.
- 1.8. The pass mark for each essay question is 75 % in that the candidates answer shall contain 75 % of the required key points addressed by the question and no significant error related to any required key point.
- 1.9. If either the multi-choice part only or the essay part only is failed, then it is only necessary to retake the multi-choice or essay part, as appropriate.
- 1.10. Penalty marking systems shall not be used to determine whether a candidate has passed.
- 1.11. (...) A failed module may not be retaken for at least 90 days following the date of the failed module examination, except in the case of a maintenance training organisation approved in accordance with Annex IV (Part-147) which conducts a course of retraining tailored to the failed subjects in the particular module when the failed module may be retaken after 30 days.
- 1.12. The time periods required by point 66.A.25 apply to each individual module examination, with the exception of those module examinations which were passed as part of another category licence, where the licence has already been issued.
- 1.13. The maximum number of consecutive attempts for each module is three. Further sets of three attempts are allowed with a 1 year waiting period between sets.

The applicant shall confirm in writing to the approved maintenance training organisation or the competent authority to which they apply for an examination, the number and dates of attempts during the last year and the organisation or the competent authority where these attempts took place. The maintenance training organisation or the competent authority is responsible for checking the number of attempts within the applicable timeframes.

2. Number of questions per module**2.1. MODULE 1 — MATHEMATICS**

Category A: 16 multi-choice and 0 essay questions. Time allowed 20 minutes.

Category B1: 32 multi-choice and 0 essay questions. Time allowed 40 minutes.

Category B2: 32 multi-choice and 0 essay questions. Time allowed 40 minutes.

Category B3: 28 multi-choice and 0 essay questions. Time allowed 35 minutes.

2.2. MODULE 2 — PHYSICS

Category A: 32 multi-choice and 0 essay questions. Time allowed 40 minutes.

Category B1: 52 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B2: 52 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B3: 28 multi-choice and 0 essay questions. Time allowed 35 minutes.

2.3. MODULE 3 — ELECTRICAL FUNDAMENTALS

Category A: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B1: 52 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B2: 52 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B3: 24 multi-choice and 0 essay questions. Time allowed 30 minutes.

2.4. MODULE 4 — ELECTRONIC FUNDAMENTALS

Category B1: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B2: 40 multi-choice and 0 essay questions. Time allowed 50 minutes.

Category B3: 8 multi-choice and 0 essay questions. Time allowed 10 minutes.

2.5. MODULE 5 — DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS

Category A: 16 multi-choice and 0 essay questions. Time allowed 20 minutes.

Category B1.1 and B1.3: 40 multi-choice and 0 essay questions. Time allowed 50 minutes.

Category B1.2 and B1.4: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B2: 72 multi-choice and 0 essay questions. Time allowed 90 minutes.

Category B3: 16 multi-choice and 0 essay questions. Time allowed 20 minutes.

2.6. MODULE 6 — MATERIALS AND HARDWARE

Category A: 52 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B1: 72 multi-choice and 0 essay questions. Time allowed 90 minutes.

Category B2: 60 multi-choice and 0 essay questions. Time allowed 75 minutes.

Category B3: 60 multi-choice and 0 essay questions. Time allowed 75 minutes.

2.7. MODULE 7A — MAINTENANCE PRACTICES

Category A: 72 multi-choice and 2 essay questions. Time allowed 90 minutes plus 40 minutes.

Category B1: 80 multi-choice and 2 essay questions. Time allowed 100 minutes plus 40 minutes.

Category B2: 60 multi-choice and 2 essay questions. Time allowed 75 minutes plus 40 minutes.

MODULE 7B — MAINTENANCE PRACTICES

Category B3: 60 multi-choice and 2 essay questions. Time allowed 75 minutes plus 40 minutes.

2.8. MODULE 8 — BASIC AERODYNAMICS

Category A: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B1: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B2: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B3: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

2.9. MODULE 9A — HUMAN FACTORS

Category A: 20 multi-choice and 1 essay question. Time allowed 25 minutes plus 20 minutes.

Category B1: 20 multi-choice and 1 essay question. Time allowed 25 minutes plus 20 minutes.

Category B2: 20 multi-choice and 1 essay question. Time allowed 25 minutes plus 20 minutes.

MODULE 9B — HUMAN FACTORS

Category B3: 16 multi-choice and 1 essay questions. Time allowed 20 minutes plus 20 minutes.

2.10. MODULE 10 — AVIATION LEGISLATION

Category A: 32 multi-choice and 1 essay question. Time allowed 40 minutes plus 20 minutes.

Category B1: 40 multi-choice and 1 essay question. Time allowed 50 minutes plus 20 minutes.

Category B2: 40 multi-choice and 1 essay question. Time allowed 50 minutes plus 20 minutes.

Category B3: 32 multi-choice and 1 essay questions. Time allowed 40 minutes plus 20 minutes.

2.11. MODULE 11A — TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

Category A: 108 multi-choice and 0 essay questions. Time allowed 135 minutes.

Category B1: 140 multi-choice and 0 essay questions. Time allowed 175 minutes.

MODULE 11B — PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

Category A: 72 multi-choice and 0 essay questions. Time allowed 90 minutes.

Category B1: 100 multi-choice and 0 essay questions. Time allowed 125 minutes.

MODULE 11C — PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

Category B3: 60 multi-choice and 0 essay questions. Time allowed 75 minutes.

2.12. MODULE 12 — HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS:

Category A: 100 multi-choice and 0 essay questions. Time allowed 125 minutes.

Category B1: 128 multi-choice and 0 essay questions. Time allowed 160 minutes.

2.13. MODULE 13 — AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS

Category B2: 180 multi-choice and 0 essay questions. Time allowed 225 minutes. Questions and time allowed may be split into two examinations as appropriate.

2.14. MODULE 14 — PROPULSION

Category B2: 24 multi-choice and 0 essay questions. Time allowed 30 minutes.

2.15. MODULE 15 — GAS TURBINE ENGINE

Category A: 60 multi-choice and 0 essay questions. Time allowed 75 minutes.

Category B1: 92 multi-choice and 0 essay questions. Time allowed 115 minutes.

2.16. MODULE 16 — PISTON ENGINE

Category A: 52 multi-choice and 0 essay questions. Time allowed 65 minutes.

Category B1: 72 multi-choice and 0 essay questions. Time allowed 90 minutes.

Category B3: 68 multi-choice and 0 essay questions. Time allowed 85 minutes.

2.17. MODULE 17A — PROPELLER

Category A: 20 multi-choice and 0 essay questions. Time allowed 25 minutes.

Category B1: 32 multi-choice and 0 essay questions. Time allowed 40 minutes.

MODULE 17B — PROPELLER

Category B3: 28 multi-choice and 0 essay questions. Time allowed 35 minutes.

—

*Appendix III***Aircraft Type Training and Examination Standard
On the Job Training****1. General**

Aircraft type training shall consist of theoretical training and examination, and, except for the category C ratings, practical training and assessment.

(a) Theoretical training and examination shall comply with the following requirements:

- (i) Shall be conducted by a maintenance training organisation appropriately approved in accordance with Annex IV (Part-147) or, when conducted by other organisations, as directly approved by the competent authority.
- (ii) Shall comply with the standard described in paragraph 3.1 and 4 of this Appendix III, except as permitted by the differences training described below.
- (iii) In the case of a category C person qualified by holding an academic degree as specified in point 66.A.30(a)(5), the first relevant aircraft type theoretical training shall be at the category B1 or B2 level.
- (iv) Shall have been started and completed within the 3 years preceding the application for a type rating endorsement.

(b) Practical training and assessment shall comply with the following requirements:

- (i) Shall be conducted by a maintenance training organisation appropriately approved in accordance with Annex IV (Part-147) or, when conducted by other organisations, as directly approved by the competent authority.
- (ii) Shall comply with the standard described in paragraph 3.2 and 4 of this Appendix III, except as permitted by the differences training described below.
- (iii) Shall include a representative cross section of maintenance activities relevant to the aircraft type.
- (iv) Shall include demonstrations using equipment, components, simulators, other training devices or aircraft.
- (v) Shall have been started and completed within the 3 years preceding the application for a type rating endorsement.

(c) Differences training

- (i) Differences training is the training required in order to cover the differences between two different aircraft type ratings of the same manufacturer as determined by the Agency.
- (ii) Differences training has to be defined on a case-to-case basis taking into account the requirements contained in this Appendix III in respect of both theoretical and practical elements of type rating training.
- (iii) A type rating shall only be endorsed on a licence after differences training when the applicant also complies with one of the following conditions:
 - having already endorsed on the licence the aircraft type rating from which the differences are being identified, or

- having completed the type training requirements for the aircraft from which the differences are being identified.

2. Aircraft type training levels

The three levels listed below define the objectives, the depth of training and the level of knowledge that the training is intended to achieve.

- *Level 1: A brief overview of the airframe, systems and powerplant as outlined in the Systems Description Section of the Aircraft Maintenance Manual/Instructions for Continued Airworthiness.*

Course objectives: Upon completion of Level 1 training, the student will be able to:

- (a) provide a simple description of the whole subject, using common words and examples, using typical terms and identify safety precautions related to the airframe, its systems and powerplant;
- (b) identify aircraft manuals, maintenance practices important to the airframe, its systems and powerplant;
- (c) define the general layout of the aircraft's major systems;
- (d) define the general layout and characteristics of the powerplant;
- (e) identify special tooling and test equipment used with the aircraft.

- *Level 2: Basic system overview of controls, indicators, principal components, including their location and purpose, servicing and minor troubleshooting. General knowledge of the theoretical and practical aspects of the subject.*

Course objectives: In addition to the information contained in the Level 1 training, at the completion of Level 2 training, the student will be able to:

- (a) understand the theoretical fundamentals; apply knowledge in a practical manner using detailed procedures;
- (b) recall the safety precautions to be observed when working on or near the aircraft, powerplant and systems;
- (c) describe systems and aircraft handling particularly access, power availability and sources;
- (d) identify the locations of the principal components;
- (e) explain the normal functioning of each major system, including terminology and nomenclature;
- (f) perform the procedures for servicing associated with the aircraft for the following systems: Fuel, Power Plants, Hydraulics, Landing Gear, Water/Waste, and Oxygen;
- (g) demonstrate proficiency in use of crew reports and on-board reporting systems (minor troubleshooting) and determine aircraft airworthiness per the MEL/CDL;
- (h) demonstrate the use, interpretation and application of appropriate documentation including instructions for continued airworthiness, maintenance manual, illustrated parts catalogue, etc.

— Level 3: Detailed description, operation, component location, removal/installation and bite and troubleshooting procedures to maintenance manual level.

Course objectives: In addition to the information contained in Level 1 and Level 2 training, at the completion of Level 3 training, the student will be able to:

- (a) demonstrate a theoretical knowledge of aircraft systems and structures and interrelationships with other systems, provide a detailed description of the subject using theoretical fundamentals and specific examples and to interpret results from various sources and measurements and apply corrective action where appropriate;
- (b) perform system, powerplant, component and functional checks as specified in the aircraft maintenance manual;
- (c) demonstrate the use, interpret and apply appropriate documentation including structural repair manual, troubleshooting manual, etc.;
- (d) correlate information for the purpose of making decisions in respect of fault diagnosis and rectification to maintenance manual level;
- (e) describe procedures for replacement of components unique to aircraft type.

3. Aircraft type training standard

Although aircraft type training includes both theoretical and practical elements, courses can be approved for the theoretical element, the practical element or for a combination of both.

3.1. Theoretical element

(a) Objective:

On completion of a theoretical training course the student shall be able to demonstrate, to the levels identified in the Appendix III syllabus, the detailed theoretical knowledge of the aircraft's applicable systems, structure, operations, maintenance, repair, and troubleshooting according to approved maintenance data. The student shall be able to demonstrate the use of manuals and approved procedures, including the knowledge of relevant inspections and limitations.

(b) Level of training:

Training levels are those levels defined in point 2 above.

After the first type course for category C certifying staff all subsequent courses need only be to level 1.

During a level 3 theoretical training, level 1 and 2 training material may be used to teach the full scope of the chapter if required. However, during the training the majority of the course material and training time shall be at the higher level.

(c) Duration:

The theoretical training minimum tuition hours are contained in the following table:

Category	Hours
<i>Aeroplanes with a maximum take-off mass above 30 000 kg:</i>	
B1.1	150

Category	Hours
B1.2	120
B2	100
C	30
<i>Aeroplanes with a maximum take-off mass equal or less than 30 000 kg and above 5 700 kg:</i>	
B1.1	120
B1.2	100
B2	100
C	25
<i>Aeroplanes with a maximum take-off mass of 5 700 kg and below (*)</i>	
B1.1	80
B1.2	60
B2	60
C	15
<i>Helicopters (**)</i>	
B1.3	120
B1.4	100
B2	100
C	25
(*) For non-pressurised piston engine aeroplanes below 2 000 kg MTOM the minimum duration can be reduced by 50 %.	
(**) For helicopters in group 2 (as defined in point 66.A.42) the minimum duration can be reduced by 30 %.	

For the purpose of the table above, a tuition hour means 60 minutes of teaching and exclude any breaks, examination, revision, preparation and aircraft visit.

These hours apply only to theoretical courses for complete aircraft/engine combinations according to the type rating as defined by the Agency.

(d) Justification of course duration:

Training courses carried out in a maintenance training organisation approved in accordance with Annex IV (Part-147) and courses directly approved by the competent authority shall justify their hour duration and the coverage of the full syllabus by a training needs analysis based on:

— the design of the aircraft type, its maintenance needs and the types of operation,

— detailed analysis of applicable chapters — see contents table in point 3.1(e) below,

— detailed competency analysis showing that the objectives as stated in point 3.1(a) above are fully met.

Where the training needs analysis shows that more hours are needed, course lengths shall be longer than the minimum specified in the table.

Similarly, tuition hours of differences courses or other training course combinations (such as combined B1/B2 courses), and in cases of theoretical type training courses below the figures given in point 3.1(c) above, these shall be justified to the competent authority by the training needs analysis as described above.

In addition, the course must describe and justify the following:

— The minimum attendance required to the trainee, in order to meet the objectives of the course.

— The maximum number of hours of training per day, taking into account pedagogical and human factors principles.

If the minimum attendance required is not met, the certificate of recognition shall not be issued. Additional training may be provided by the training organisation in order to meet the minimum attendance time.

(e) Content:

As a minimum, the elements in the Syllabus below that are specific to the aircraft type shall be covered. Additional elements introduced due to type variations, technological changes, etc. shall also be included.

The training syllabus shall be focused on mechanical and electrical aspects for B1 personnel, and electrical and avionic aspects for B2.

Table is new set up

Chapters	Level		Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
	B1	C	B1	C	B1	C	B1	C	B2		
Licence category.											
Introduction module:											
05	1	1	1	1	1	1	1	1	1	1	1
06	1	1	1	1	1	1	1	1	1	1	1
07	1	1	1	1	1	1	1	1	1	1	1
08	1	1	1	1	1	1	1	1	1	1	1
09	1	1	1	1	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1	1	1	1	1
11	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1
20	1	1	1	1	1	1	1	1	1	1	1
Helicopters											
18	—	—	—	—	3	1	3	1	—	—	—
60	—	—	—	—	3	1	3	1	—	—	—
62	—	—	—	—	3	1	3	1	1	1	1
62A	—	—	—	—	3	1	3	1	3	1	3

Chapters	Level		Licence category.		Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
	B1	C	B1	C	B1	C	B1	C	B1	C	B2		
63 Rotor Drives	—	—	—	—	3	1	3	1	3	1	1		
63A Rotor Drives — Monitoring and indicating	—	—	—	—	3	1	3	1	3	1	3		
64 Tail Rotor	—	—	—	—	3	1	3	1	3	1	1		
64A Tail rotor — Monitoring and indicating	—	—	—	—	3	1	3	1	3	1	3		
65 Tail Rotor Drive	—	—	—	—	3	1	3	1	3	1	1		
65A Tail Rotor Drive — Monitoring and indicating	—	—	—	—	3	1	3	1	3	1	3		
66 Folding Blades/Pylon	—	—	—	—	3	1	3	1	3	1	—		
67 Rotors Flight Control	—	—	—	—	3	1	3	1	3	1	—		
53 Airframe Structure (Helicopter)	—	—	—	—	3	1	3	1	3	1	—		
25 Emergency Flotation Equipment	—	—	—	—	3	1	3	1	3	1	1		
Airframe structures													
51 Standard practices and structures (damage classification, assessment and repair)	3	1	3	1	—	—	—	—	—	—	1		
53 Fuselage	3	1	3	1	—	—	—	—	—	—	1		
54 Nacelles/Pylons	3	1	3	1	—	—	—	—	—	—	1		
55 Stabilisers	3	1	3	1	—	—	—	—	—	—	1		
56 Windows	3	1	3	1	—	—	—	—	—	—	1		
57 Wings	3	1	3	1	—	—	—	—	—	—	1		
27A Flight Control Surfaces (All)	3	1	3	1	—	—	—	—	—	—	1		
52 Doors	3	1	3	1	—	—	—	—	—	—	1		
Zonal and Station Identification Systems.													
Airframe systems:													
21 Air Conditioning	3	1	3	1	3	1	3	1	3	1	3		
21A Air Supply	3	1	3	1	1	3	3	1	3	1	2		
21B Pressurisation	3	1	3	1	3	1	3	1	3	1	3		
21C Safety and Warning Devices	3	1	3	1	3	1	3	1	3	1	3		
22 Autoflight	2	1	2	1	2	1	2	1	2	1	3		
23 Communications	2	1	2	1	2	1	2	1	2	1	3		
24 Electrical Power	3	1	3	1	3	1	3	1	3	1	3		

Chapters	Level		Aeroplanes		Helicopters		Avionics		
	turbine	piston	turbine	piston	turbine	piston	B2		
Licence category.	B1	C	B1	C	B1	C	B1	C	B2
25 Equipment and Furnishings	3	1	3	1	3	1	3	1	1
25A Electronic Equipment including emergency equipment	1	1	1	1	1	1	1	1	3
26 Fire Protection	3	1	3	1	3	1	3	1	3
27 Flight Controls	3	1	3	1	3	1	3	1	2
27A Sys. Operation: Electrical/Fly-by-Wire	3	1	—	—	—	—	—	—	3
28 Fuel Systems	3	1	3	1	3	1	3	1	2
28A Fuel Systems — Monitoring and indicating	3	1	3	1	3	1	3	1	3
29 Hydraulic Power	3	1	3	1	3	1	3	1	2
29A Hydraulic Power — Monitoring and indicating	3	1	3	1	3	1	3	1	3
30 Ice and Rain Protection	3	1	3	1	3	1	3	1	3
31 Indicating/Recording Systems	3	1	3	1	3	1	3	1	3
31A Instrument Systems	3	1	3	1	3	1	1	3	3
32 Landing Gear	3	1	3	1	3	1	3	1	2
32A Landing Gear — Monitoring and indicating	3	1	3	1	3	1	3	1	3
33 Lights	3	1	3	1	3	1	3	1	3
34 Navigation	2	1	2	1	2	1	2	1	3
35 Oxygen	3	1	3	1	—	—	—	—	2
36 Pneumatic	3	1	3	1	3	1	3	1	2
36A Pneumatic — Monitoring and indicating	3	1	3	1	3	1	3	1	3
37 Vacuum	3	1	3	1	3	1	3	1	2
38 Water/Waste	3	1	3	1	—	—	—	—	2
41 Water Ballast	3	1	3	1	—	—	—	—	1
42 Integrated modular avionics	2	1	2	1	2	1	2	1	3
44 Cabin Systems	2	1	2	1	2	1	2	1	3
45 On-Board Maintenance System (or covered in 31)	3	1	3	1	3	1	—	—	3
46 Information Systems	2	1	2	1	2	1	2	1	3

Chapters	Level		Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
	Licence category.		B1	C	B1	C	B1	C	B1	C	
50 Cargo and Accessory Compartments	3	1	3	1	3	1	3	1	3	1	1
Turbine Engine											
70 Standard Practices — Engines,	3	1	—	—	3	1	—	—	—	—	1
70A constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems).	3	1	—	—	3	1	—	—	—	—	1
70B Engine Performance	3	1	—	—	3	1	—	—	—	—	1
71 Powerplant	3	1	—	—	3	1	—	—	—	—	1
72 Engine Turbine/Turbo Prop/Ducted Fan/Unducted fan	3	1	—	—	3	1	—	—	—	—	1
73 Engine Fuel and Control	3	1	—	—	3	1	—	—	—	—	1
75 Air	3	1	—	—	3	1	—	—	—	—	1
76 Engine controls	3	1	—	—	3	1	—	—	—	—	1
78 Exhaust	3	1	—	—	3	1	—	—	—	—	1
79 Oil	3	1	—	—	3	1	—	—	—	—	1
80 Starting	3	1	—	—	3	1	—	—	—	—	1
82 Water Injections	3	1	—	—	3	1	—	—	—	—	1
83 Accessory Gear Boxes	3	1	—	—	3	1	—	—	—	—	1
84 Propulsion Augmentation	3	1	—	—	3	1	—	—	—	—	1
73A FADEC	3	1	—	—	3	1	—	—	—	—	3
74 Ignition	3	1	—	—	3	1	—	—	—	—	3
77 Engine Indicating Systems	3	1	—	—	3	1	—	—	—	—	3
49 Auxiliary Power Units (APUs)	3	1	—	—	—	—	—	—	—	—	2
Piston Engine											
70 Standard Practices — Engines	—	—	3	1	—	—	3	1	—	—	1
70A Constructional arrangement and operation (Installation, Carburettors, Fuel injection systems, Induction, Exhaust and Cooling Systems, Supercharging/Turbocharging, Lubrication Systems).	—	—	3	1	—	—	3	1	—	—	1
70B Engine Performance	—	—	3	1	—	—	3	1	—	—	1
71 Powerplant	—	—	3	1	—	—	3	1	—	—	1
73 Engine Fuel and Control	—	—	3	1	—	—	3	1	—	—	1

Chapters	Level		Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
	Licence category.		B1	C	B1	C	B1	C	B1	C	
76	Engine Control		—	—	3	1	—	—	3	1	1
79	Oil		—	—	3	1	—	—	3	1	1
80	Starting		—	—	3	1	—	—	3	1	1
81	Turbines		—	—	3	1	—	—	3	1	1
82	Water Injections		—	—	3	1	—	—	3	1	1
83	Accessory Gear Boxes		—	—	3	1	—	—	3	1	1
84	Propulsion Augmentation		—	—	3	1	—	—	3	1	1
73A	FADEC		—	—	3	1	—	—	3	1	3
74	Ignition		—	—	3	1	—	—	3	1	3
77	Engine Indication Systems		—	—	3	1	—	—	3	1	3
Propellers											
60A	Standard Practices — Propeller		3	1	3	1	—	—	—	—	1
61	Propellers/Propulsion		3	1	3	1	—	—	—	—	1
61A	Propeller Construction		3	1	3	1	—	—	—	—	—
61B	Propeller Pitch Control		3	1	3	1	—	—	—	—	—
61C	Propeller Synchronising		3	1	3	1	—	—	—	—	1
61D	Propeller Electronic control		2	1	2	1	—	—	—	—	3
61E	Propeller Ice Protection		3	1	3	1	—	—	—	—	—
61F	Propeller Maintenance		3	1	3	1	—	—	—	—	1

(f) Multimedia Based Training (MBT) methods may be used to satisfy the theoretical training element either in the classroom or in a virtual controlled environment subject to the acceptance of the competent authority approving the training course.

3.2. Practical element

(a) Objective:

The objective of practical training is to gain the required competence in performing safe maintenance, inspections and routine work according to the maintenance manual and other relevant instructions and tasks as appropriate for the type of aircraft, for example troubleshooting, repairs, adjustments, replacements, rigging and functional checks. It includes the awareness of the use of all technical literature and documentation for the aircraft, the use of specialist/special tooling and test equipment for performing removal and replacement of components and modules unique to type, including any on-wing maintenance activity.

(b) Content:

At least 50 % of the crossed items in the table below, which are relevant to the particular aircraft type, shall be completed as part of the practical training.

Tasks crossed represent subjects that are important for practical training purposes to ensure that the operation, function, installation and safety significance of key maintenance tasks is adequately addressed; particularly where these cannot be fully explained by theoretical training alone. Although the list details the minimum practical training subjects, other items may be added where applicable to the particular aircraft type.

Tasks to be completed shall be representative of the aircraft and systems both in complexity and in the technical input required to complete that task. While relatively simple tasks may be included, other more complex tasks shall also be incorporated and undertaken as appropriate to the aircraft type.

Glossary of the table: LOC: Location; FOT: Functional/Operational Test; SGH: Service and Ground Handling; R/I: Removal/Installation; MEL: Minimum Equipment List; TS: TroubleShooting.

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
Introduction module:											
5	Time limits/maintenance checks	X/X	—	—	—	—	—	—	—	—	—
6	Dimensions/Areas (MTOM, etc.)	X/X	—	—	—	—	—	—	—	—	—
7	Lifting and Shoring	X/X	—	—	—	—	—	—	—	—	—
8	Levelling and weighing	X/X	—	X	—	—	—	X	—	—	—
9	Towing and taxiing	X/X	—	X	—	—	—	X	—	—	—
10	Parking/mooring, Storing and Return to Service	X/X	—	X	—	—	—	X	—	—	—
11	Placards and Markings	X/X	—	—	—	—	—	—	—	—	—
12	Servicing	X/X	—	X	—	—	—	X	—	—	—
20	Standard practices — only type particular	X/X	—	X	—	—	—	X	—	—	—
Helicopters:											
18	Vibration and Noise Analysis (Blade tracking)	X/—	—	—	—	X	—	—	—	—	—
60	Standard Practices Rotor — only type specific	X/X	—	X	—	—	—	X	—	—	—
62	Rotors	X/—	—	X	X	—	X	—	—	—	—
62A	Rotors — Monitoring and indicating	X/X	X	X	X	X	—	—	X	—	X
63	Rotor Drives	X/—	X	—	—	—	X	—	—	—	—
63A	Rotor Drives — Monitoring and indicating	X/X	X	—	X	X	—	—	X	—	X
64	Tail Rotor	X/—	—	X	—	—	X	—	—	—	—
64A	Tail rotor -Monitoring and indicating	X/X	X	—	X	X	—	—	X	—	X
65	Tail Rotor Drive	X/—	X	—	—	—	X	—	—	—	—
65A	Tail Rotor Drive — Monitoring and indicating	X/X	X	—	X	X	—	—	X	—	X

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
66 Folding Blades/Pylon	X/—	X	X	—	—	X	—	—	—	—	—
67 Rotors Flight Control	X/—	X	X	—	X	X	—	—	—	—	—
53 Airframe Structure (Helicopter) Note: covered under Airframe structures											
25 Emergency Flotation Equipment	X/X	X	X	X	X	X	X	X	—	—	—
Airframe structures:											
51 Standard Practices and Structures (damage classification, assessment and repair)											
53 Fuselage	X/—	—	—	—	—	X	—	—	—	—	—
54 Nacelles/Pylons	X/—	—	—	—	—	—	—	—	—	—	—
55 Stabilisers	X/—	—	—	—	—	—	—	—	—	—	—
56 Windows	X/—	—	—	—	—	X	—	—	—	—	—
57 Wings	X/—	—	—	—	—	—	—	—	—	—	—
27A Flight Control Surfaces	X/—	—	—	—	—	X	—	—	—	—	—
52 Doors	X/X	X	X	—	—	—	—	X	—	—	—
Airframe systems:											
21 Air Conditioning	X/X	X	X	—	X	X	X	X	—	X	X
21A Air Supply	X/X	X	—	—	—	—	X	—	—	—	—
21B Pressurisation	X/X	X	—	—	X	X	X	—	—	X	X
21C Safety and warning Devices	X/X	—	X	—	—	—	—	X	—	—	—
22 Autoflight	X/X	—	—	—	X	—	X	X	X	X	X
23 Communications	X/X	—	X	—	X	—	X	X	X	X	X
24 Electrical Power	X/X	X	X	X	X	X	X	X	X	X	X
25 Equipment and Furnishings	X/X	X	X	X	—	—	X	X	X	—	—
25A Electronic Equipment including emergency equipment	X/X	X	X	X	—	—	X	X	X	—	—
26 Fire Protection	X/X	X	X	X	X	X	X	X	X	X	X
27 Flight Controls	X/X	X	X	X	X	X	X	—	—	—	—
27A Sys. Operation: Electrical/Fly-by-Wire	X/X	X	X	X	X	—	X	—	X	—	X

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
28 Fuel Systems	X/X	X	X	X	X	X	X	X	—	X	—
28A Fuel Systems — Monitoring and indicating	X/X	X	—	—	—	—	X	—	X	—	X
29 Hydraulic Power	X/X	X	X	X	X	X	X	X	—	X	—
29A Hydraulic Power — Monitoring and indicating	X/X	X	—	X	X	X	X	—	X	X	X
30 Ice and Rain Protection	X/X	X	X	—	X	X	X	X	—	X	X
31 Indicating/Recording Systems	X/X	X	X	X	X	X	X	X	X	X	X
31A Instrument Systems	X/X	X	X	X	X	X	X	X	X	X	X
32 Landing Gear	X/X	X	X	X	X	X	X	X	X	X	—
32A Landing Gear — Monitoring and indicating	X/X	X	—	X	X	X	X	—	X	X	X
33 Lights	X/X	X	X	—	X	—	X	X	X	X	—
34 Navigation	X/X	—	X	—	X	—	X	X	X	X	X
35 Oxygen	X/—	X	X	X	—	—	X	X	—	—	—
36 Pneumatic	X/—	X	—	X	X	X	X	—	X	X	X
36A Pneumatic — Monitoring and indicating	X/X	X	X	X	X	X	X	X	X	X	X
37 Vacuum	X/—	X	—	X	X	X	—	—	—	—	—
38 Water/Waste	X/—	X	X	—	—	—	X	X	—	—	—
41 Water Ballast	X/—	—	—	—	—	—	—	—	—	—	—
42 Integrated modular avionics	X/X	—	—	—	—	—	X	X	X	X	X
44 Cabin Systems	X/X	—	—	—	—	—	X	X	X	X	X
45 On-Board Maintenance System (or covered in 31)	X/X	X	X	X	X	X	X	X	X	X	X
46 Information Systems	X/X	—	—	—	—	—	X	—	X	X	X
50 Cargo and Accessory Compartments	X/X	—	X	—	—	—	—	—	—	—	—
Turbine/Piston Engine Module:											
70 Standard Practices — Engines — only type particular	—	—	X	—	—	—	—	X	—	—	—
70A Constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems)	X/X	—	—	—	—	—	—	—	—	—	—
Turbine engines:											
70B Engine Performance	—	—	—	—	—	X	—	—	—	—	—

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
71 Power Plant	X/—	X	X	—	—	—	—	X	—	—	—
72 Engine Turbine/Turbo Prop/Ducted Fan/ Unducted fan	X/—	—	—	—	—	—	—	—	—	—	—
73 Engine Fuel and Control	X/X	X	—	—	—	—	—	—	—	—	—
73A FADEC Systems	X/X	X	—	X	X	X	X	—	X	X	X
74 Ignition	X/X	X	—	—	—	—	X	—	—	—	—
75 Air	X/—	—	—	X	—	X	—	—	—	—	—
76 Engine Controls	X/—	X	—	—	—	X	—	—	—	—	—
77 Engine Indicating	X/X	X	—	—	X	X	X	—	—	X	X
78 Exhaust	X/—	X	—	—	X	—	—	—	—	—	—
79 Oil	X/—	—	X	X	—	—	—	—	—	—	—
80 Starting	X/—	X	—	—	X	X	—	—	—	—	—
82 Water Injection	X/—	X	—	—	—	—	—	—	—	—	—
83 Accessory Gearboxes	X/—	—	X	—	—	—	—	—	—	—	—
84 Propulsion Augmentation	X/—	X	—	—	—	—	—	—	—	—	—
Auxiliary Power Units (APUs):											
49 Auxiliary Power Units (APUs)	X/—	X	X	—	—	X	—	—	—	—	—
Piston Engines:											
70 Standard Practices — Engines — only type particular	—	—	X	—	—	—	—	X	—	—	—
70A Constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems)	X/X	—	—	—	—	—	—	—	—	—	—
70B Engine Performance	—	—	—	—	—	X	—	—	—	—	—
71 Power Plant	X/—	X	X	—	—	—	—	X	—	—	—
73 Engine Fuel and Control	X/X	X	—	—	—	—	—	—	—	—	—
73A FADEC Systems	X/X	X	—	X	X	X	X	X	X	X	X
74 Ignition	X/X	X	—	—	—	—	X	—	—	—	—
76 Engine Controls	X/—	X	—	—	—	X	—	—	—	—	—
77 Engine Indicating	X/X	X	—	—	X	X	X	—	—	X	X
78 Exhaust	X/—	X	—	—	X	X	—	—	—	—	—

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
79 Oil	X/—	—	X	X	—	—	—	—	—	—	—
80 Starting	X/—	X	—	—	X	X	—	—	—	—	—
81 Turbines	X/—	X	X	X	—	X	—	—	—	—	—
82 Water Injection	X/—	X	—	—	—	—	—	—	—	—	—
83 Accessory Gearboxes	X/—	—	X	X	—	—	—	—	—	—	—
84 Propulsion Augmentation	X/—	X	—	—	—	—	—	—	—	—	—
Propellers:											
60A Standard Practices — Propeller	—	—	—	X	—	—	—	—	—	—	—
61 Propellers/Propulsion	X/X	X	X	—	X	X	—	—	—	—	—
61A Propeller Construction	X/X	—	X	—	—	—	—	—	—	—	—
61B Propeller Pitch Control	X/—	X	—	X	X	X	—	—	—	—	—
61C Propeller Synchronising	X/—	X	—	—	—	X	—	—	—	X	—
61D Propeller Electronic control	X/X	X	X	X	X	X	X	X	X	X	X
61E Propeller Ice Protection	X/—	X	—	X	X	X	—	—	—	—	—
61F Propeller Maintenance	X/X	X	X	X	X	X	X	X	X	X	X

4. Type training examination and assessment standard

4.1. Theoretical element examination standard

After the theoretical portion of the aircraft type training has been completed, a written examination shall be performed, which shall comply with the following:

- (a) Format of the examination is of the multi-choice type. Each multi-choice question shall have 3 alternative answers of which only one shall be the correct answer. The total time is based on the total number of questions and the time for answering is based upon a nominal average of 90 seconds per question.
- (b) The incorrect alternatives shall seem equally plausible to anyone ignorant of the subject. All the alternatives shall be clearly related to the question and of similar vocabulary, grammatical construction and length.
- (c) In numerical questions, the incorrect answers shall correspond to procedural errors such as the use of incorrect sense (+ versus -) or incorrect measurement units. They shall not be mere random numbers.
- (d) The level of examination for each chapter(*) shall be the one defined in point 2 "Aircraft type training levels". However, the use of a limited number of questions at a lower level is acceptable.
- (e) The examination shall be of the closed book type. No reference material is permitted. An exception will be made for the case of examining a B1 or B2 candidate's ability to interpret technical documents.

(f) The number of questions shall be at least 1 question per hour of instruction. The number of questions for each chapter and level shall be proportionate to:

— the effective training hours spent teaching at that chapter and level,

— the learning objectives as given by the training needs analysis.

The competent authority of the Member State will assess the number and the level of the questions when approving the course.

(g) The minimum examination pass mark is 75 %. When the type training examination is split in several examinations, each examination shall be passed with at least a 75 % mark. In order to be possible to achieve exactly a 75 % pass mark, the number of questions in the examination shall be a multiple of 4.

(h) Penalty marking (negative points for failed questions) is not to be used.

(i) End of module phase examinations cannot be used as part of the final examination unless they contain the correct number and level of questions required.

(*) For the purpose of this point 4, a "chapter" means each one of the rows preceded by a number in the table contained in point 3.1(e).

4.2. *Practical element assessment standard*

After the practical element of the aircraft type training has been completed, an assessment must be performed, which must comply with the following:

(a) The assessment shall be performed by designated assessors appropriately qualified.

(b) The assessment shall evaluate the knowledge and skills of the trainee.

5. **Type examination standard**

Type examination shall be conducted by training organisations appropriately approved under Part-147 or by the competent authority.

The examination shall be oral, written or practical assessment based, or a combination thereof and it shall comply with the following requirements:

(a) Oral examination questions shall be open.

(b) Written examination questions shall be essay type or multi-choice questions.

(c) Practical assessment shall determine a person's competence to perform a task.

(d) Examinations shall be on a sample of chapters (**) drawn from paragraph 3 type training/examination syllabus, at the indicated level.

(e) The incorrect alternatives shall seem equally plausible to anyone ignorant of the subject. All of the alternatives shall be clearly related to the question and of similar vocabulary, grammatical construction and length.

(f) In numerical questions, the incorrect answers shall correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they shall not be mere random numbers.

(g) The examination shall ensure that the following objectives are met:

1. Properly discuss with confidence the aircraft and its systems.
2. Ensure safe performance of maintenance, inspections and routine work according to the maintenance manual and other relevant instructions and tasks as appropriate for the type of aircraft, for example troubleshooting, repairs, adjustments, replacements, rigging and functional checks such as engine run, etc., if required.
3. Correctly use all technical literature and documentation for the aircraft.
4. Correctly use specialist/special tooling and test equipment, perform removal and replacement of components and modules unique to type, including any on-wing maintenance activity

(h) The following conditions apply to the examination:

1. The maximum number of consecutive attempts is three. Further sets of three attempts are allowed with a 1 year waiting period between sets. A waiting period of 30 days is required after the first failed attempt within one set, and a waiting period of 60 days is required after the second failed attempt.

The applicant shall confirm in writing to the maintenance training organisation or the competent authority to which they apply for an examination, the number and dates of attempts during the last year and the maintenance training organisation or the competent authority where these attempts took place. The maintenance training organisation or the competent authority is responsible for checking the number of attempts within the applicable timeframes.

2. The type examination shall be passed and the required practical experience shall be completed within the 3 years preceding the application for the rating endorsement on the aircraft maintenance licence.
3. Type examination shall be performed with at least one examiner present. The examiner(s) shall not have been involved in the applicant's training.

(i) A written and signed report shall be made by the examiner(s) to explain why the candidate has passed or failed.

(**) For the purpose of this point 5, a "chapter" means each one of the rows preceded by a number in the tables contained in points 3.1(e) and 3.2(b).

6. On the Job Training

On the Job Training (OJT) shall be approved by the competent authority who has issued the licence.

It shall be conducted at and under the control of a maintenance organisation appropriately approved for the maintenance of the particular aircraft type and shall be assessed by designated assessors appropriately qualified.

It shall have been started and completed within the 3 years preceding the application for a type rating endorsement.

(a) Objective:

The objective of OJT is to gain the required competence and experience in performing safe maintenance.

(b) Content:

OJT shall cover a cross section of tasks acceptable to the competent authority. The OJT tasks to be completed shall be representative of the aircraft and systems both in complexity and in the technical input required to complete that task. While relatively simple tasks may be included, other more complex maintenance tasks shall also be incorporated and undertaken as appropriate to the aircraft type.

Each task shall be signed off by the student and countersigned by a designated supervisor. The tasks listed shall refer to an actual job card/work sheet, etc.

The final assessment of the completed OJT is mandatory and shall be performed by a designated assessor appropriately qualified.

The following data shall be addressed on the OJT worksheets/logbook:

1. Name of Trainee;
2. Date of Birth;
3. Approved Maintenance Organisation;
4. Location;
5. Name of supervisor(s) and assessor, (including licence number if applicable);
6. Date of task completion;
7. Description of task and job card/work order/tech log, etc.;
8. Aircraft type and aircraft registration;
9. Aircraft rating applied for.

In order to facilitate the verification by the competent authority, demonstration of the OJT shall consist of (i) detailed worksheets/logbook and (ii) a compliance report demonstrating how the OJT meets the requirement of this Part.

Appendix IV

Experience requirements for extending a Part-66 Aircraft Maintenance Licence

The table below shows the experience requirements for adding a new category or subcategory to an existing Part-66 licence.

The experience shall be practical maintenance experience on operating aircraft in the subcategory relevant to the application.

The experience requirement will be reduced by 50 % if the applicant has completed an approved Part-147 course relevant to the subcategory.

From	To	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B3
A1		—	6 months	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A2		6 months	—	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A3		6 months	6 months	—	6 months	2 years	1 year	2 years	6 months	2 years	1 year
A4		6 months	6 months	6 months	—	2 years	1 year	2 years	6 months	2 years	1 year
B1.1		None	6 months	6 months	6 months	—	6 months	6 months	6 months	1 year	6 months
B1.2		6 months	None	6 months	6 months	2 years	—	2 years	6 months	2 years	None
B1.3		6 months	6 months	None	6 months	6 months	6 months	—	6 months	1 year	6 months
B1.4		6 months	6 months	6 months	None	2 years	6 months	2 years	—	2 years	6 months
B2		6 months	6 months	6 months	6 months	1 year	1 year	1 year	1 year	—	1 year
B3		6 months	None	6 months	6 months	2 years	6 months	2 years	1 year	2 years	—