

Հավելված 1

Հայաստանի Հանրապետության

տարածքային կառավարման և

ենթակառուցվածքների նախարարի

2022 թվականի _____ - ի

թիվ _____ - Ն հրամանի

Annex 1

of the order _____-N of the

Minister of Territorial Administration
and Infrastructure of the Republic of
Armenia

ANNEX III (PART-66)

GENERAL

66.1 Competent authority

Regulation (EU) No 1321/2014

- (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.

AMC 66.1(a) Competent Authority

ED Decision 2015/029/R

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

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

SECTION A — TECHNICAL REQUIREMENTS

SUBPART A — AIRCRAFT MAINTENANCE LICENCE

66.A.1 Scope

Regulation (EU) No 1321/2014

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

66.A.3 Licence categories and subcategories

Regulation (EU) 2018/1142

Aircraft maintenance licences include the following categories and, where applicable, subcategories and system ratings:

(a) Category A, divided into the following subcategories:

- A1 Aeroplanes Turbine;
- A2 Aeroplanes Piston;
- A3 Helicopters Turbine;
- A4 Helicopters Piston.

(b) Category B1, divided into the following subcategories:

- B1.1 Aeroplanes Turbine;
- B1.2 Aeroplanes Piston;
- B1.3 Helicopters Turbine;
- B1.4 Helicopters Piston.

(c) Category B2

The B2 licence is applicable to all aircraft.

(d) Category B2L

The B2L licence is applicable to all aircraft other than those in Group 1 as set out in Point 66.A.5(1) and is divided into the following ‘system ratings’:

- communication/navigation (com/nav),
- instruments,
- autoflight,
- surveillance,
- airframe systems.

A B2L licence shall contain, as a minimum, one system rating.

(e) Category B3

The B3 licence is applicable to piston-engine non-pressurised aeroplanes of 2 000 kg Maximum Take-off Mass (MTOM) and below.

(f) Category L, divided into the following subcategories:

- L1C: composite sailplanes,
- L1: sailplanes,
- L2C: composite powered sailplanes and composite ELA1 aeroplanes,
- L2: powered sailplanes and ELA1 aeroplanes,
- L3H: hot-air balloons,
- L3G: gas balloons,
- L4H: hot-air airships,
- L4G: ELA2 gas airships,
- L5: gas airships other than ELA2.

(g) Category C

The C licence is applicable to aeroplanes and helicopters.

GM 66.A.3 Licence categories

ED Decision 2019/009/R

‘ELA1 aeroplanes’ refers to those aeroplanes which meet the definition of ‘ELA1 aircraft’ that is contained in [Article 2\(k\)](#) of Regulation (EU) No 1321/2014.

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

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

NOTE: The ‘ELA2 aircraft’ category includes all ‘ELA1 aircraft’.

The term ‘powered sailplane’ includes:

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

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

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

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

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

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

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

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

66.A.5 Aircraft groups

Regulation (EU) 2018/1142

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

- (1) Group 1: complex motor-powered aircraft, helicopters with multiple engines, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships other than ELA2 and other aircraft requiring an aircraft type rating when defined as such by the Agency.

The Agency may decide to classify into Group 2, Group 3 or Group 4, as appropriate, an aircraft which meets the conditions set out in the first subparagraph, if it considers that the lower complexity of the particular aircraft justifies so.

- (2) Group 2: aircraft other than those in Group 1 belonging to the following subgroups:
 - (i) subgroup 2a:
 - single turboprop engine aeroplanes,
 - those turbojet and multiple-turboprop aeroplanes classified by the Agency in this subgroup because of their lower complexity.
 - (ii) subgroup 2b:
 - single turbine engine helicopters,
 - those multiple turbine engine helicopters classified by the Agency in this subgroup because of their lower complexity.
 - (iii) subgroup 2c:
 - single piston engine helicopters,
 - those multiple piston engine helicopters classified by the Agency in this subgroup because of their lower complexity.

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

- (4) Group 4: sailplanes, powered sailplanes, balloons and airships, other than those in Group 1.

GM 66.A.5 Aircraft groups

ED Decision 2020/002/R

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

Category/subcategory	A, B1 and C	B2	B2L	B3	L				
					L1C and L1	L2C and L2	L3H and L3G	L4H and L4G	L5
1 — Complex motor-powered aircraft — Multi-engine helicopters — Aeroplanes above FL290 — Aircraft with fly-by-wire systems — Any other aircraft when defined by the Agency	X	X							
1 — Gas airships other than ELA2		X							X
2 2a: Single turboprop aeroplanes 2b: Single turbine helicopters 2c: Single piston helicopters	X	X	X						
3 — Piston engine aeroplanes	X	X	X						
3 — Piston engine aeroplanes (non-pressurised of 2 000 kg MTOM and below)	X	X	X	X					
3 — ELA1 piston engine aeroplanes	X	X	X	X		X			
4 — Sailplanes — Powered sailplanes — Balloons — Airships not in Group 1		X X X X	X X X X		X	X X	X	X	X

66.A.10 Application

Regulation (EU) No 1321/2014

- 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.
- 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.
- 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 licence, 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 licence, 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.

AMC 66.A.10 Application

ED Decision 2015/029/R

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

GM 66.A.10(a) Application

ED Decision 2020/002/R

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

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

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

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

When a B2L licence holder applies for the extension of a B2L licence to add a new system rating, he/she needs to demonstrate the practical experience required by [66.A.30\(a\)\(2a\)](#) for the system rating but also the practical experience required by [66.A.45\(e\)](#) and (f) in case the aircraft group is different.

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

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

These requirements can be found also for the competent authority in [66.B.110](#).

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

66.A.15 Eligibility

Regulation (EU) No 1321/2014

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

66.A.20 Privileges

Regulation (EU) 2021/700

(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 B2L aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B2L support staff for the following:
 - maintenance performed on electrical systems;
 - maintenance performed on avionics systems within the limits of the system ratings specifically endorsed on the licence, and
 - when holding the ‘airframe system’ rating, performance of electrical and avionics tasks within power plant and mechanical systems, requiring only simple tests to prove their serviceability.
5. 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 the following:
 - maintenance performed on aeroplane structure, power plant and mechanical and electrical systems; and
 - work on avionics systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.
6. A category L aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as L support staff for the following:
 - maintenance performed on aircraft structure, power plant and mechanical and electrical systems;
 - work on radio, Emergency Locator Transmitters (ELT) and transponder systems; and
 - work on other avionics systems requiring simple tests to prove their serviceability.

Subcategory L2 includes subcategory L1. Any limitation to subcategory L2 in accordance with point 66.A.45(h) becomes also applicable to subcategory L1.

Subcategory L2C includes subcategory L1C.

7. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance of the 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), Annex II (Part-145), Annex Vb (Part-ML) and Annex Vd (Part-CAO); 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.

GM 66.A.20(a) Privileges

ED Decision 2020/002/R

1. The following definitions apply:

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

- Continuity, insulation and bonding techniques and testing;
- Crimping and testing of crimped joints;
- Connector pin removal and insertion;
- Wiring protection techniques.

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

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

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

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

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

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

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

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

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

NOTE:

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

2. The category B3 licence does not include any A subcategory. Nevertheless, this does not prevent the B3 licence holder from releasing maintenance tasks typical of the A1.2 subcategory for piston-engine non-pressurized aeroplanes of 2 000 kg MTOM and below, within the limitations contained in the B3 licence.
3. The B1.2 and B3 licences do not include any L subcategory. Nevertheless, the holder of a B1.2 or B3 licence with the appropriate ratings is entitled to receive, upon application, licences in the L1 and L2 subcategories under the conditions described in point [66.B.110\(d\)](#).
4. The privileges of the B2 licence with given aircraft ratings include the privileges of the B2L licence for all the system ratings for the same aircraft ratings. Nevertheless, the holder of a B2 licence with given aircraft ratings may apply for a B2L licence in order to include a different aircraft rating if the applicant only wants to demonstrate compliance with the experience requirements for certain system ratings.
5. The category C licence permits certification of scheduled base maintenance by the issue of a single certificate of release to service for the complete aircraft after the completion of all such maintenance. The basis for this certification is that the maintenance has been carried out by competent mechanics, and category B1, B2, B2L, B3 and L support staff, as appropriate, have

signed for the maintenance tasks under their respective specialisation. The principal function of the category C certifying staff is to ensure that all required maintenance has been called up and signed off by the category B1, B2, B2L, B3 and L support staff, as appropriate, before issue of the certificate of release to service. Only category C personnel who also hold category B1, B2, B2L, B3 or L qualifications may perform both roles in base maintenance.

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

ED Decision 2019/009/R

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

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

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

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

ED Decision 2020/002/R

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

1. Duration:

Within an approved maintenance organisation:

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

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

When a licence holder maintains and releases aircraft in accordance with [M.A.801\(b\)1](#), in certain circumstances this number of days may even be reduced by 50% when agreed in advance by the competent authority. These circumstances consider the cases where the licence holder happens to be the owner of an aircraft and carries out maintenance on his/her own aircraft, or where a licence holder maintains an aircraft operated for low utilisation, that does not allow the licence holder to accumulate the required experience. This reduction should not be combined with the 20% reduction permitted when carrying out technical support, or maintenance planning, continuing airworthiness management or engineering activities. To avoid a too long period without experience, the working days should be spread over the intended 6-month period.

2. Nature of the experience:

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

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

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

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

- Propulsion systems (piston, turboprop, turbofan, turboshaft, jet-engine or push propellers); and
- Flight control systems (only mechanical controls, hydro-mechanically powered controls or electro-mechanically powered controls); and
- Avionic systems (analogue systems or digital systems); and
- Structure (manufactured of metal, composite or wood).

For licences endorsed with (sub)group ratings:

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

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

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

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

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

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

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

GM 66.A.20(b)2 Privileges

ED Decision 2015/029/R

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

AMC 66.A.20(b)3 Privileges

ED Decision 2015/029/R

The wording *‘has the adequate competence to certify maintenance on the corresponding aircraft’* means that the licence holder and, if applicable, the organisation where he/she is contracted/employed, should ensure that he/she has acquired the appropriate knowledge, skills, attitude and experience to release the aircraft being maintained. This is essential because some systems and technology present in the particular aircraft being maintained may not have been covered by the training/examination/experience required to obtain the licence and ratings.

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

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

Additional information is provided in [AMC 145.A.35\(a\)](#).

GM 66.A.20(b)4 Privileges

ED Decision 2015/029/R

1. Holders of a [Part-66](#) aircraft maintenance licence may not exercise certification privileges unless they have a general knowledge of the language used within the maintenance environment including knowledge of common aeronautical terms in the language. The level of knowledge should be such that the licence holder is able to:
 - read and understand the instructions and technical manuals used for the performance of maintenance;
 - make written technical entries and any maintenance documentation entries, which can be understood by those with whom they are normally required to communicate;
 - read and understand the maintenance organisation procedures;
 - communicate at such a level as to prevent any misunderstanding when exercising certification privileges.

2. In all cases, the level of understanding should be compatible with the level of certification privileges exercised.

66.A.25 Basic knowledge requirements

Regulation (EU) 2021/700

- (a) For licences other than category L, an applicant for an aircraft maintenance licence, or for the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix I to Annex III (Part-66). The examination shall comply with the standard set out in [Appendix II to Annex III \(Part-66\)](#) and shall be conducted either by a training organisation appropriately approved in accordance with [Annex IV \(Part-147\)](#), or by the competent authority.
- (b) An applicant for an aircraft maintenance licence in category L within a given subcategory, or for the addition of a different subcategory, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with [Appendix VII to Annex III \(Part-66\)](#). The examination shall comply with the standard set out in [Appendix VIII to Annex III \(Part-66\)](#) and shall be conducted by a training organisation appropriately approved in accordance with [Annex IV \(Part-147\)](#), by the competent authority or as agreed by the competent authority.
- The holder of an aircraft maintenance licence in subcategory B1.2 or category B3 is deemed to meet the basic knowledge requirements for a licence in subcategories L1C, L1, L2C and L2.
- The basic knowledge requirements for subcategory L4H include the basic knowledge requirements for subcategory L3H.
- The basic knowledge requirements for subcategory L4G include the basic knowledge requirements for subcategory L3G.
- (c) An applicant for an aircraft maintenance licence in category B2L for a particular ‘system rating’, or for the addition of another ‘system rating’, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with [Appendix I to Annex III \(Part-66\)](#). The examination shall comply with the standard set out in [Appendix II to Annex III \(Part-66\)](#) and shall be conducted either by a training organisation appropriately approved in accordance with [Annex IV \(Part-147\)](#), or by the competent authority.
- (d) The training courses and examinations shall have been passed within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory to such a licence. Should this not be the case, examination credits may be obtained in accordance with point (e).
- (e) The applicant may apply to the competent authority for full or partial examination credits for the basic knowledge requirements for:
- (i) basic knowledge examinations that do not meet the requirement laid down in point (d);
 - (ii) 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 \(Part-66\)](#).
- (f) Credits expire 10 years after they were granted to the applicant by the competent authority. The applicant may apply for new credits after expiration.

AMC 66.A.25 Basic knowledge requirements

ED Decision 2015/029/R

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

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

ED Decision 2020/002/R

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

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

ED Decision 2019/009/R

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

66.A.30 Basic experience requirements

Regulation (EU) 2018/1142

- (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 \(Part-147\)](#);

- 2a. for category B2L:
- (i) 3 years of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), if the applicant has no previous relevant technical training; or
 - (ii) 2 years of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), 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 in operating aircraft, covering the corresponding system rating(s), and completion of a Part-147 approved basic training course. For the addition of (a) new system rating(s) to an existing B2L licence, 3 months of practical maintenance experience relevant to the new system rating(s) shall be required for each system rating added.

- 2b. for category L:
- (i) 2 years of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities in the corresponding subcategory;
 - (ii) as a derogation from point (i), 1 year of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities in the corresponding subcategory, subject to the introduction of the limitation provided for in point [66.A.45\(h\)\(ii\)\(3\)](#).

For the inclusion of an additional subcategory in an existing L licence, the experience required by points (i) and (ii) shall be 12 and 6 months respectively.

The holder of an aircraft maintenance licence in category/subcategory B1.2 or B3 is deemed to meet the basic experience requirements for a licence in subcategories L1C, L1, L2C and L2.

3. for category C with respect to complex motor-powered aircraft:
- (i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on complex motor-powered 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 complex motor-powered 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 complex motor-powered aircraft: 3 years of experience exercising category B1 or B2 privileges on other than complex motor-powered aircraft or as support staff according to point [145.A.35](#), 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 point (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.

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

ED Decision 2020/002/R

1. For a category C applicant holding an academic degree the representative selection of tasks should include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.
2. While an applicant to a category C licence may be qualified by having 3 years experience as category B1 or B2 certifying staff only in line maintenance, it is however recommended that any applicant to a category C holding a B1 or B2 licence demonstrate at least 12 months experience as a B1 or B2 support staff.
3. A skilled worker is a person who has successfully completed a training, acceptable to the competent authority, involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would include the use of tools and measuring devices.
4. Maintenance experience on operating aircraft:
 - means the experience of being involved in maintenance tasks on aircraft which are being operated by airlines, air taxi organisations, aero clubs, owners, etc., as relevant to the licence category/subcategory;
 - should cover a wide range of tasks in terms of length, complexity and variety;
 - aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;
 - may be gained within different types of maintenance organisations ([Part-145](#), [M.A. Subpart F](#), Part-CAO, FAR-145, etc.) or under the supervision of independent certifying staff;
 - May be combined with [Part-147](#) approved training (or other training approved by the competent authority) so that periods of training can be intermixed with periods of experience, similar to an apprenticeship;

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

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

ED Decision 2019/009/R

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

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

ED Decision 2015/029/R

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

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

ED Decision 2020/002/R

1. For categories A and L, the additional experience should be a minimum of 6 months in a civil aircraft maintenance environment. For categories B1, B2, B2L or B3, the additional experience should be a minimum of 12 months in a civil aircraft maintenance environment.
2. Aircraft maintenance experience gained outside a civil aircraft maintenance environment may include aircraft maintenance experience gained in armed forces, coast guards, police etc. or in aircraft manufacturing.

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

Regulation (EU) No 1321/2014

- (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.

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

ED Decision 2015/029/R

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

66.A.45 Endorsement with aircraft ratings

Regulation (EU) 2019/1383

- (a) In order to be entitled to exercise certification privileges on a specific aircraft type, the holder of an aircraft maintenance licence needs to have their licence endorsed with the relevant aircraft ratings:
- For category B1, B2 or C, the relevant aircraft ratings are the following:
 - (i) for Group 1 aircraft, the appropriate aircraft type rating;
 - (ii) for Group 2 aircraft, the appropriate aircraft type rating, manufacturer subgroup rating or full subgroup rating;
 - (iii) for Group 3 aircraft, the appropriate aircraft type rating or full group rating;
 - (iv) for Group 4 aircraft, for the category B2 licence, the full group rating.
 - For category B2L, the relevant aircraft ratings are the following:
 - (i) for Group 2 aircraft, the appropriate manufacturer subgroup rating or full subgroup rating;
 - (ii) for Group 3 aircraft, the full group rating;
 - (iii) for Group 4 aircraft, the full group rating.
 - For category B3, the relevant rating is ‘piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below’.
 - For category L, the relevant aircraft ratings are the following:
 - (i) for subcategory L1C, the rating ‘composite sailplanes’;
 - (ii) for subcategory L1, the rating ‘sailplanes’;
 - (iii) for subcategory L2C, the rating ‘composite powered sailplanes and composite ELA1 aeroplanes’;
 - (iv) for subcategory L2, the rating ‘powered sailplanes and ELA1 aeroplanes’;
 - (v) for subcategory L3H, the rating ‘hot-air balloons’;
 - (vi) for subcategory L3G, the rating ‘gas balloons’;
 - (vii) for subcategory L4H, the rating ‘hot-air airships’;
 - (viii) for subcategory L4G, the rating ‘ELA2 gas airships’;
 - (ix) for subcategory L5, the appropriate airship type rating.
 - 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 one of the following:
- the relevant category B1, B2 or C aircraft type training in accordance with [Appendix III to Annex III \(Part-66\)](#);
 - in the case of gas airship type ratings on a B2 or L5 licence, a type training approved by the competent authority in accordance with point [66.B.130](#).

- (c) For other than category C licences, in addition to the requirements of point (b), the endorsement of the first aircraft type rating within a given category/subcategory requires satisfactory completion of the corresponding on-the-job training. This on-the-job training shall comply with [Appendix III to Annex III \(Part-66\)](#), except in the case of gas airships, where it shall be directly approved by the competent authority.
- (d) By derogation from points (b) and (c), for Group 2 and 3 aircraft, aircraft type ratings may also be endorsed on a licence after completing the following steps:
- satisfactory completion of the relevant category B1, B2 or C aircraft type examination in accordance with Appendix III to this Annex (Part-66);
 - in the case of B1 and B2 category, demonstration of practical experience in 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 through the academic route as referred to in point (a)(5) of point [66.A.30](#), the first relevant aircraft type examination shall be at the category B1 or B2 level.

- (e) For Group 2 aircraft:
- (i) the endorsement of manufacturer subgroup ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements for at least two aircraft types from the same manufacturer, which combined are representative of the applicable manufacturer subgroup;
 - (ii) the endorsement of full subgroup ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements for at least three aircraft types from different manufacturers, which combined are representative of the applicable subgroup;
 - (iii) the endorsement of manufacturer subgroup and full subgroup ratings for category B2 and B2L 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 subgroup and, in the case of the B2L licence, relevant to the applicable system rating(s);
 - (iv) by derogation from point (e)(iii), the holder of a B2 or B2L licence, endorsed with a full subgroup 2b, is entitled to be endorsed with a full subgroup 2c.
- (f) For Group 3 and 4 aircraft:
- (i) the endorsement of the full Group 3 rating for category B1, B2, B2L and C licence holders and the endorsement of the full Group 4 rating for B2 and B2L licence holders require demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to Group 3 or 4, as applicable;
 - (ii) for category B1, unless the applicant provides evidence of appropriate experience, 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;
- (iii) by derogation from point (f)(i), the holder of a B2L licence, endorsed with a full subgroup 2a or 2b, is entitled to be endorsed with Groups 3 and 4.
- (g) For the B3 licence:
 - (i) 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;
 - (ii) unless the applicant provides evidence of appropriate experience, the rating referred to in point (i) 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.
- (h) For all L licence subcategories, other than L5:
 - (i) the endorsement of ratings requires demonstration of practical experience which shall include a representative cross section of maintenance activities relevant to the licence subcategory;
 - (ii) unless the applicant provides evidence of appropriate experience, the ratings shall be subject to the following limitations, which shall be endorsed on the licence:
 - (1) for ratings ‘sailplanes’ and ‘powered sailplanes and ELA1 aeroplanes’:
 - wooden-structure aircraft covered with fabric,
 - aircraft with metal-tubing structure covered with fabric,
 - metal-structure aircraft,
 - composite-structure aircraft,
 - (2) for the rating ‘gas balloons’:
 - other than ELA1 gas balloons; and
 - (3) if the applicant has only provided evidence of one-year experience in accordance with the derogation contained in point [66.A.30\(a\)\(2b\)\(ii\)](#), the following limitation shall be endorsed on the licence:

‘complex maintenance tasks provided for in [Appendix VII to Annex I \(Part-M\)](#), standard changes provided for in point 21.A.90B of Annex I (Part-21) to Regulation (EU) No 748/2012 and standard repairs provided for in point 21.A.431B of Annex I (Part-21) to Regulation (EU) No 748/2012.’

The holder of an aircraft maintenance licence in subcategory B1.2 endorsed with the Group 3 rating, or in category B3 endorsed with the rating ‘piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below’, is deemed to meet the requirements for the issuance of a licence in subcategories L1 and L2 with the corresponding full ratings and with the same limitations as the B1.2/B3 licence held.

GM 66.A.45 Endorsement with aircraft ratings

ED Decision 2020/002/R

The following table shows a summary of the aircraft rating requirements contained in [66.A.45](#), [66.A.50](#) and [Appendix III to Part-66](#).

The table contains the following:

- The different aircraft groups.
- For each licence (sub)category, which ratings are possible (at the choice of the applicant):
 - Individual type ratings.
 - Full and/or Manufacturer (sub)group ratings
- For each rating option, which are the qualification options.
- For the B1.2 licence (Group 3 aircraft), the B3 licence (piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below) and the L licences, which are the possible limitations and ratings to be included in the licence if not sufficient experience can be demonstrated in those areas.

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

Aircraft rating requirements			
Aircraft	B1/B3/L licence	B2/B2L licence	C licence
<u>Group 1 aircraft, except airships</u> - Complex motor-powered aircraft. - Multiple engine helicopters. - Aeroplanes certified above FL290. - Aircraft equipped with fly-by-wire. - Other aircraft when defined by the Agency.	(For B1) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	(For B2) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	Individual TYPE RATING Type training: - Theory + examination
<u>Group 1 airships</u>	(For L5 licence) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence subcategory)	(For B2) Individual TYPE RATING Type training: - Theory + examination - Practical + assessment PLUS OJT (for first aircraft in licence category)	Not applicable
<u>Group 2 aircraft</u> Subgroups: 2a: single turboprop aeroplanes (*) 2b: single turbine engine helicopters (*) 2c: single piston engine helicopters (*) (*) Except those classified in Group 1.	(For B1.1, B1.3, B1.4) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) Full SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 3 aircraft representative of that subgroup Manufacturer SUBGROUP RATING (type training + OJT) or (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	(For B2) Individual TYPE RATING (type training + OJT) or (type examination + practical experience) (For B2 and B2L) Full SUBGROUP RATING based on demonstration of practical experience Manufacturer SUBGROUP RATING based on demonstration of practical experience	Individual TYPE RATING type training or type examination Full SUBGROUP RATING type training or type examination on at least 3 aircraft representative of that subgroup Manufacturer SUBGROUP RATING type training or type examination on at least 2 aircraft representative of that manufacturer subgroup

Aircraft rating requirements			
Aircraft	B1/B3/L licence	B2/B2L licence	C licence
<p><u>Group 3 aircraft</u></p> <p>Piston engine aeroplanes (except those classified in Group 1)</p>	<p>(For B1.2)</p> <p>Individual TYPE RATING (type training + OJT) or (type examination + practical experience)</p> <p>Full GROUP 3 RATING based on demonstration of practical experience Limitations:</p> <ul style="list-style-type: none"> - Pressurized aeroplanes - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & fabric Aeroplanes 	<p>(For B2)</p> <p>Individual TYPE RATING (type training + OJT) or (type examination + practical experience)</p> <p>(For B2 and B2L)</p> <p>Full GROUP 3 RATING based on demonstration of appropriate experience</p>	<p>Individual TYPE RATING type training or type examination</p> <p>Full GROUP 3 RATING based on demonstration of practical experience</p>
<p><u>Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below</u></p>	<p>(For B3)</p> <p>FULL RATING "Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below" based on demonstration of practical experience Limitations:</p> <ul style="list-style-type: none"> - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & fabric aeroplanes 	<p>This rating cannot be endorsed on a B2/B2L licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)</p>	<p>This rating cannot be endorsed on a C licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)</p>
<p><u>Group 4 aircraft:</u></p> <p>Sailplanes, powered sailplanes, balloons and airships other than those in Group 1</p>	<p>(For all L subcategories, except L5)</p> <ul style="list-style-type: none"> - For L1C: 'composite sailplanes' rating, - For L1: 'sailplanes' rating, - For L2C: 'composite powered sailplanes and composite ELA1 aeroplanes' rating, - For L2: 'powered sailplanes and ELA1 aeroplanes' rating, - For L3H: 'hot-air balloons' rating, - For L3G: 'gas balloons' rating, - For L4H: 'hot-air airships' rating, - For L4G: 'ELA2 gas airships' rating, <p>all based on demonstration of practical experience</p> <p>Limitations: see 66.A.45(h)</p>	<p>(For B2 and B2L)</p> <p>Full GROUP 4 RATING based on demonstration of practical experience</p>	<p>Not applicable</p>

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

ED Decision 2020/002/R

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

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

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

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

ED Decision 2019/009/R

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

This experience should cover tasks from each paragraph of the Appendix II list. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. In the case of (sub)group ratings, this experience may be shown by covering one or several aircraft types of the applicable (sub)group and may include experience on aircraft classified in group 1, 2 and/or 3 as long as the experience is relevant. The practical experience should be obtained under the supervision of authorised certifying staff.

2. In the case of endorsement of individual type ratings for Group 2 and Group 3 aircraft, for the second aircraft type of each manufacturer (sub)group the practical experience should be reduced to 30% of the tasks contained in [Appendix II](#) to AMC relevant to the licence category and to the applicable aircraft type. For subsequent aircraft types of each manufacturer (sub)group this should be reduced to 20%.
3. Practical experience should be demonstrated by the submission of records or a log book showing the Appendix II tasks performed by the applicant. Typical data to be recorded are similar to those described in [AMC 66.A.20\(b\)2](#).

AMC 66.A.45(e) Endorsement with aircraft ratings

ED Decision 2015/029/R

1. For the granting of manufacturer subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence ‘at least two aircraft types from the same manufacturer which combined are representative of the applicable manufacturer subgroup’ means that the selected aircraft types should cover the technologies relevant to the manufacturer subgroup in the following areas:

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

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

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

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

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

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

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

3. For manufacturer subgroup ratings, the term ‘manufacturer’ means the TC holder defined in the certification data sheet, which is reflected in the list of type ratings in [Appendix I to AMC to Part-66](#).

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

As a consequence:

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

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

ED Decision 2019/009/R

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

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

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

66.A.50 Limitations

Regulation (EU) 2018/1142

- (a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and, in the case of limitations referred to in point [66.A.45](#), they 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](#).

AMC 66.A.50(b) Limitations

ED Decision 2020/002/R

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

66.A.55 Evidence of qualification

Regulation (EU) No 1321/2014

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

Regulation (EU) 2018/1142

- (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 the applicable licence category or subcategory provided for in this Annex (Part-66);
 - (ii) the basic knowledge requirements and the basic examination standards laid down in [Appendices I and II to this Annex \(Part-66\)](#).
- (d) By derogation from point (c), for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, other than complex motor-powered aircraft, and for balloons, sailplanes, motor-powered sailplanes and airships, 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 the applicable Part-66 licence category/subcategory and those of the converted Part-66 aircraft maintenance licence remain the same.

GM 66.A.70 Conversion provisions

ED Decision 2019/009/R

1. As described in point [66.A.70](#), the conversion provisions apply to the holder of a certifying staff qualification valid in a Member State prior to the date of entry into force of [Annex III \(Part-66\)](#). The sentence ‘the holder of a certifying staff qualification valid in a Member State’ means any person who had a qualification valid in that Member State allowing that person the performance of activities identical to the privileges of ‘certifying staff’ contained in Regulation (EU) 1321/2014. This means that the signature of that person was sufficient to declare that the maintenance had been properly performed and the aircraft was ready for service and fit for flight in respect to such maintenance.

This should not be mistaken with the responsibilities linked to the airworthiness review, which was performed at different periods (typically varying from 6 months to 3 years) in the national systems. This is an activity which is performed at very specific points of time and not after every maintenance activity. Since an airworthiness review (or equivalent term used in the

national systems) is not performed after every maintenance event before the aircraft takes flight, an airworthiness review cannot be considered as a maintenance release. This means that the conversion provisions described in [66.A.70](#) are not applicable to persons performing airworthiness review functions unless their signature was required after every maintenance event before the aircraft can take flight.

2. The conversion applies to ‘certifying staff qualifications’ such as, for example:
 - holding a national licence (or completed the process to obtain such a national licence);
 - having completed a qualification process defined by the competent authority, or equivalent body under the national system, to become certifying staff;
 - having completed the qualification requirements for certifying staff within a maintenance organisation, as defined in their procedures.

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

- The person is working as ‘support staff’ in the base maintenance environment;
- The person has been authorised only for a very limited range of tasks (lower than what he/she would be entitled if his/her qualification is considered) since the person is working in a line station where the scope of tasks is very limited;
- The person holds a licence with a wider scope than the scope of the organisation where he/she is employed;
- The person is working outside the aviation industry or is temporarily on leave due to different reasons (medical, personal, etc).

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

3. As described in point [66.A.70](#), certifying staff qualifications eligible for conversion are those valid ‘prior to the date of entry into force of Annex III (Part-66)’, which means those qualifications valid before the following dates:
 - 28 September 2005 for aircraft above 5 700 kg MTOM;
 - 28 September 2006 for aircraft of 5 700 kg MTOM and below.

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

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

4. Although only those certifying staff qualifications gained prior to the dates indicated above are eligible for conversion, this does not mean that the application for conversion has to be

submitted prior to those dates. The applicant is entitled to have the conversion performed irrespective of when he/she applies for conversion.

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

GM 66.A.70(c) Conversion provisions

ED Decision 2015/029/R

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

For removal of limitations, refer to [66.A.50\(c\)](#).

GM 66.A.70(d) Conversion provisions

ED Decision 2020/002/R

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

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

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

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

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

- ELA1 aeroplanes;
- wooden-structure aircraft covered with fabric;
- aeroplanes with metal-tubing structure covered with fabric.

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

- complex maintenance tasks described in [Appendix VII to Annex I \(Part-M\)](#), standard changes described in Part 21 point 21.A.90B, and standard repairs described in Part 21 point 21.A.431B.

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

For removal of limitations, refer to [66.A.50\(c\)](#).

SECTION B — PROCEDURES FOR COMPETENT AUTHORITIES

SUBPART A — GENERAL

66.B.1 Scope

Regulation (EU) No 1321/2014

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

Regulation (EU) No 1321/2014

(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

Regulation (EU) No 1321/2014

(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.

AMC 66.B.20 Record-keeping

ED Decision 2015/029/R

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

66.B.25 Mutual exchange of information

Regulation (EU) 2019/1383

- (a) The competent authorities shall participate in a mutual exchange of information in accordance with Article 72(1) of Regulation (EU) 2018/1139.
- (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

Regulation (EU) 2019/1383

All exemptions granted in accordance with Article 71(1) of Regulation (EU) 2018/1139 shall be recorded and retained by the competent authority.

SUBPART B — ISSUE OF AN AIRCRAFT MAINTENANCE LICENCE

Regulation (EU) No 1321/2014

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

Regulation (EU) 2018/1142

- (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 module requirements of [Appendix I](#) or [Appendix VII](#), as applicable, 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](#).

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

ED Decision 2015/029/R

1. Applicants claiming the maximum reduction in [66.A.30\(a\)](#) total experience based upon successful completion of a [147.A.200](#) approved basic training course should include the [Part-147](#) certificate of recognition for approved basic training.
2. Applicants claiming reduction in [66.A.30\(a\)](#) total experience based upon successful completion of training considered relevant by the competent authority as a skilled worker in a technical trade, should include the relevant certificate of successful completion of training.
3. Applicants claiming credit against the [66.A.30\(a\)](#) total experience requirement by virtue of [66.A.30\(a\)](#) non-civil aircraft maintenance experience may only be granted such credit where the Member State has recognised such non-civil aircraft maintenance experience. The competent authority in recognising non-civil aircraft maintenance experience should have specified who within the non-civil environment may make a statement that the applicant has met relevant maintenance experience. The applicant should include a detailed statement of such maintenance experience signed by the non-civil maintenance authority in accordance with the conditions specified by the competent authority.
4. The competent authority should check that the experience record satisfies above paragraphs in terms of content and the countersigning signature.

AMC 66.B.100 to 115

ED Decision 2015/029/R

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

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

ED Decision 2019/009/R

At the issue or renewal of a B2L licence:

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

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

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

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

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

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

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

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

Regulation (EU) No 1321/2014

- (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.

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

ED Decision 2015/029/R

1. The maintenance organisation approved under [Part-145](#) should include the procedure in the organisation's exposition (Chapter 3.16) and this procedure should be audited by the

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

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

Regulation (EU) 2018/1142

- (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, subcategory or, for category B2L, system rating(s) on the aircraft maintenance licence by stamp and signature or shall reissue the licence.
- (b) The record system of the competent authority shall be changed accordingly.
- (c) Upon request by the applicant, the competent authority shall replace a licence in category B2L with a licence in category B2 endorsed with the same aircraft rating(s) when the holder has demonstrated both of the following:
 - (i) by examination the differences between the basic knowledge corresponding to the B2L licence held and the basic knowledge of the B2 licence, as set out in [Appendix I](#);
 - (ii) the practical experience required in [Appendix IV](#).
- (d) In the case of a holder of an aircraft maintenance licence in subcategory B1.2 endorsed with the Group 3 rating or in category B3 endorsed with the rating 'piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below', the competent authority shall issue, upon application, a fully rated licence in subcategories L1 and L2, with the same limitations as the B1.2/B3 licence held.

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

ED Decision 2019/009/R

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

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

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

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

Regulation (EU) 2018/1142

- (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) The competent authority shall ensure that compliance with the practical elements of the type training is demonstrated by one of the following:
- (i) by the provision of detailed practical training records or a logbook provided by the organisation which delivered the course directly approved by the competent authority in accordance with point [66.B.130](#);
 - (ii) where available, 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.

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

ED Decision 2020/002/R

- (a) Where the type training has not been conducted by a [Part-147](#) organisation, there should be supporting documents confirming to the competent authority that:
- The type training has been approved by the competent authority in accordance with [66.B.130](#),
 - the applicant has completed the elements of the approved type training; and
 - the trainee has been successfully examined/assessed.
- (b) Aircraft type training may be subdivided in airframe and/or powerplant and/or avionics/electrical systems type training courses.
1. Airframe type training course means a type training course including all relevant aircraft structure and electrical and mechanical systems excluding the powerplant.
 2. Powerplant type training course means a type training course on the bare engine, including the build-up to a quick engine change unit.
 3. The interface of the engine/airframe systems should be addressed by either airframe or powerplant type training course. In some cases, such as for general aviation, it may be more appropriate to cover the interface during the airframe course due to the large variety of aircraft that can have the same engine type installed.
 4. Avionics/electrical systems type training course means type training on avionics and electrical systems covered by but not necessarily limited to ATA Chapters 22, 23, 24, 25, 27, 31, 33, 34, 42, 44, 45, 46, 73 and 77 or equivalent.
- (c) For the acceptance of the OJT programme described in [Section 6 of Appendix III to Part-66](#), the licensing competent authority should develop adequate procedures which may be similar to the procedure described in [AMC 66.B.130](#) for the ‘direct approval of aircraft type training’.

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

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

Regulation (EU) 2021/700

- (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, Annex II (Part-145) or Annex Vd (Part-CAO) that may be directly affected by 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.

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

ED Decision 2020/002/R

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

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

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

Regulation (EU) 2018/1142

- (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 subgroup 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 subgroup 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 subgroup 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 subgroup 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’ plus the aircraft type ratings for those aeroplanes with multiple piston engines of the corresponding full/manufacturer group which are in Group 1. 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: pressurised aeroplanes, metal-structure aeroplanes, composite-structure aeroplanes and metal-tubing and fabric aeroplanes;
 - aeroplane multiple piston engines — wooden structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: pressurised aeroplanes, 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: pressurised aeroplanes, metal-structure aeroplanes, wooden-structure aeroplanes and metal-tubing and fabric aeroplanes;
 - aeroplane multiple piston engines — composite structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: pressurised aeroplanes, 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 subgroup 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 engines, full group: converted to the aircraft type ratings for those aeroplanes with multiple turboprop engines 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

Regulation (EU) 2018/1142

- (a) In the case of type training for aircraft other than airships, 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 that the aircraft type training complies with [Appendix III to this Annex \(Part-66\)](#).
- (b) In the case of type training for airships in Group 1, the courses shall be directly approved by the competent authority in all cases. The competent authority shall have a procedure to ensure that the syllabus of the airship-type training covers all the elements contained in the maintenance data from the Design Approval Holder (DAH).

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

ED Decision 2019/009/R

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

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

4. The direct approval of aircraft type training should be done on a case by case basis and should not be granted for long term periods, since it is not a privilege of the organisation providing the training.

SUBPART C — EXAMINATIONS

Regulation (EU) No 1321/2014;

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

66.B.200 Examination by the competent authority

Regulation (EU) 2018/1142

- (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 [Appendices I and II](#) or in [Appendices VII and VIII](#) to this Annex (Part-66), as applicable.
- (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.

GM 66.B.200 Examination by the competent authority

ED Decision 2020/002/R

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

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

4. For pass mark purposes, the essay questions should be considered as separate from the multiple choice questions.

5. Multiple choice question (MCQ) generation.

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

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

6. Essay question generation

- (a) The purpose of the essay is to allow the competent authority to determine if candidates can express themselves in a clear and concise manner in the form of a written response,

in a technical report format using the technical language of the aviation industry. The essay examination also allows to assess, in part, the technical knowledge retained by the individual and with a practical application relevant to a maintenance scenario.

- (b) Questions should be written so as to be broad enough to be answered by candidates for any A or B licence category or subcategories and comply with the following general guidelines:
- the question topic selected should be generic, applicable to mechanical as well as avionics licence categories and have a common technical difficulty level as indicated in Part-66 [Appendix I](#) or [Appendix VII](#);
 - cover technology applicable to most areas of aircraft maintenance;
 - reflects common working practices;
 - it is not type- or manufacturer-specific and avoids subjects which are rarely found in practice;
 - when drafting a question, there is need to ensure consideration is given to the limited practical experience that most candidates will have.
- (c) To make the questions and the marking procedures as consistent as possible, each question and model answer, with the required key areas required (see below), should be reviewed independently by at least 2 technical staff members.
- (d) When raising questions the following should be considered:
- Each essay question will have a time allowance of 20 minutes.
 - A complete A4 side is provided for each question and answer, if required the answer can be extended onto the reverse side of the page.
 - The question should be such that the answer expected will be at the level shown for that subject in the module syllabus.
 - The question should not be ambiguous but should seek a broad reply rather than be limited in scope for answer.
 - The question should lend itself to be written in a technical report style, in a logical sequence (beginning, middle and end), containing the applicable and relevant technical words needed in the answer.
 - Do not ask for drawings/sketches to support the essay.
 - The question should be relevant to the category and level of difficulty listed in the syllabus, e.g. a description of a typical general aviation system may not be acceptable for a typical commercial aeroplane.
 - Subject to obvious constraints in relation to the topic being addressed the question should have a strong bias towards the practical maintenance of a system/component and the answer should show an understanding of normal and deteriorated conditions of an aircraft and its systems.

Variations on alternative possible answers which have not been thought of, may have to be taken into account to aid the examiner when marking. If considered relevant, the model answer should be amended to include these new points.

- (e) Because of the difficulty in marking an essay answer using key points only, there is a need for the way in which the report was written to be assessed and taken into consideration.
- (f) The total points for each question will add up to 100 and will need to reflect both the combination of the technical (key point) element and the report style element.
- (g) Each key point will be graded upon its importance and have point weighting allocated to it. The total weight will represent 60% of the mark.
- (h) Key points are the 'important elements' that may be knowledge or experience-based and will include other maintenance orientated factors such as relevant safety precautions or legislative practices if applicable. Excessive reference to the need for MM referral or safety checks may be considered wasteful.
- (i) The question answer will be analysed for the clarity and manner in which the essay report is presented and have a weighting allocated to it which will represent 40% of the mark.
- (j) The answer should show the candidate's ability to express himself in technical language. This includes readability of the language, basic grammar and use of terminology.
- (k) The report starts in the beginning and has logical process to reach a conclusion.
- (l) Supporting diagrams should not be encouraged but if used should supplement the answer and not replace the need for a broad text answer.
- (m) The report should not be indexed, itemised or listed.
- (n) Within reason the candidate should not be penalised for incorrect spelling.
- (o) A zero mark should only be given in exceptional circumstances. Even if the student misunderstands the question and gives an answer to a different question, a sympathetic mark even if only for the report style should be given, this could up to the maximum percentage allowed.
- (p) The two allocated marks should be added together and written into the answer paper.
- (q) If a question answer resulting in a borderline failure is principally due to 'written report errors,' the paper should be discussed and the mark agreed if possible with another examiner.

SUBPART D — CONVERSION OF CERTIFYING STAFF QUALIFICATIONS

Regulation (EU) No 1321/2014

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

Regulation (EU) No 1321/2014

- (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](#).

GM 66.B.300 General

ED Decision 2015/029/R

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

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

Nevertheless, since the B3 licence did not exist at those dates, certifying staff qualifications eligible for conversion to a B3 licence are those valid before 28 September 2012, which is the date where the authority has been obliged to start issuing such licences in accordance with (EC) No 2042/2003, Article 7, point 3(h), item (i).

66.B.305 Conversion report for national qualifications

Regulation (EU) 2018/1142

- (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 I to this Annex \(Part-66\)](#) not covered by the national qualification.

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

ED Decision 2016/011/R

1. Conversion reports prepared on the basis of point [66.A.70\(c\)](#) should include a comparison between the scope of the national qualification (i.e., the national qualification requirements) and the scope of the [Part-66](#) licence qualification (i.e., the [Part-66](#) qualification requirements), which should be performed on the basis of a detailed analysis of the national and Part-66 basic qualification standards. The report should identify where a difference between the two standards exists and where such a difference would lead to a limitation on the Part-66 licence.

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

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

ED Decision 2015/029/R

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

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

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

Regulation (EU) No 1321/2014

- (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.

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

ED Decision 2020/002/R

1. Conversion reports prepared on the basis of point [66.A.70\(c\)](#) should include a comparison between the qualification required for each type of organisation authorisation and the scope of the [Part-66](#) licence qualification, which should be performed on the basis of a detailed analysis of the organisation and [Part-66](#) basic qualification standards. The report should identify where a difference between the two standards exists and where such a difference would lead to a limitation on the Part-66 licence.
2. Conversion reports prepared on the basis of point [66.A.70\(d\)](#), which are limited to other-than-complex motor-powered aircraft that are not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 should include the privileges associated to the organisation

authorisation. The reports should identify which limitations are needed to the Part-66 licence in order to maintain these privileges.

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

ED Decision 2015/029/R

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

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

SUBPART E — EXAMINATION CREDITS

Regulation (EU) 2021/700

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

66.B.400 General

Regulation (EU) No 1321/2014

- (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

Regulation (EU) 2018/1142

- (a) The credit report shall include a comparison between the following:
 - (i) the modules, submodules, subjects and knowledge levels contained in [Appendices I](#) or [VII](#) to this Annex (Part-66), as applicable;
 - (ii) the syllabus of the technical qualification concerned, relevant to the particular category being sought.

This comparison shall state whether compliance has been demonstrated and contain the justifications for each statement.

- (b) Credits 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, unless a formal agreement exists with such competent authority advising otherwise.
- (c) No credit can be granted unless there is a statement of compliance for each module and submodule, indicating where the equivalent standard can be found in the technical qualification.
- (d) The competent authority shall check on a regular basis whether the following have changed:
 - (i) the national qualification standard;
 - (ii) [Appendices I](#) or [VII](#) to this Annex (Part-66), as applicable.

The competent authority shall also assess if changes to the credit report are consequently required. Such changes shall be documented, dated and recorded.

66.B.410 Examination credit validity

Regulation (EU) 2018/1142

- (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 extend the validity of the credits for an additional period of 10 years without further consideration if the basic knowledge requirements defined in [Appendices I](#) or [VII](#) to this Annex (Part-66), as applicable, have not been changed.

GM 66.B.410 Examination credit validity

ED Decision 2015/029/R

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

SUBPART F — CONTINUING OVERSIGHT

Regulation (EU) No 1321/2014

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

Regulation (EU) 2021/700

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 this Regulation.

APPENDICES TO ANNEX III (PART-66)

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

1. Knowledge levels for Category A, B1, B2, B2L, B3 and C aircraft maintenance licences

Regulation (EU) 2018/1142

Basic knowledge for categories A, B1, B2, B2L and B3 is indicated by knowledge levels (1, 2 or 3) of 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

Regulation (EU) 2018/1142

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

For categories A, B1 and B3:

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

For categories B2 and B2L:

Subject module/submodules	B2	B2L
1	X	X
2	X	X

Subject module/submodules	B2	B2L
3	X	X
4	X	X
5	X	X
6	X	X
7A	X	X
7B		
8	X	X
9A	X	X
9B		
10	X	X
11A		
11B		
11C		
12		
13.1 and 13.2	X	X
13.3(a)	X	X (for system rating 'Autoflight')
13.3(b)	X	
13.4(a)	X	X (for system rating 'Com/Nav')
13.4(b)	X	X (for system rating 'Surveillance')
13.4(c)	X	
13.5	X	X
13.6	X	
13.7	X	X (for system rating 'Autoflight')
13.8	X	X (for system rating 'Instruments')
13.9	X	X
13.10	X	
13.11 to 13.18	X	X (for system rating 'Airframe systems')
13.19 to 13.22	X	
14	X	X (for system rating 'instruments' and 'Airframe systems')
15		
16		
17A		
17B		

MODULE 1. MATHEMATICS
Regulation (EU) 2018/1142

MODULE 1. MATHEMATICS	LEVEL			
	A	B1	B2 B2L	B3
1.1 Arithmetic Arithmetical terms and signs, methods of multiplication and division, fractions and decimals, factors and multiples, weights, measures and conversion factors, ratio and proportion, averages and percentages, areas and volumes, squares, cubes, square and cube roots.	1	2	2	2
1.2 Algebra (a) Evaluating simple algebraic expressions, addition, subtraction, multiplication and division, use of brackets, simple algebraic fractions; (b) Linear equations and their solutions; Indices and powers, negative and fractional indices; Binary and other applicable numbering systems; Simultaneous equations and second degree equations with one unknown; Logarithms.	1	2	2	2
	—	1	1	1
1.3 Geometry (a) Simple geometrical constructions; (b) Graphical representation; nature and uses of graphs, graphs of equations/functions; (c) Simple trigonometry; trigonometrical relationships, use of tables and rectangular and polar coordinates.	—	1	1	1
	2	2	2	2
	—	2	2	2

MODULE 2. PHYSICS

Regulation (EU) 2018/1142

MODULE 2. PHYSICS	LEVEL			
	A	B1	B2 B2L	B3
2.1 Matter Nature of matter: the chemical elements, structure of atoms, molecules; Chemical compounds; States: solid, liquid and gaseous; Changes between states.	1	1	1	1
2.2 Mechanics 2.2.1 Statics Forces, moments and couples, representation as vectors; Centre of gravity; Elements of theory of stress, strain and elasticity: tension, compression, shear and torsion; Nature and properties of solid, fluid and gas; Pressure and buoyancy in liquids (barometers).	1	2	1	1
2.2.2 Kinetics Linear movement: uniform motion in a straight line, motion under constant acceleration (motion under gravity); Rotational movement: uniform circular motion (centrifugal/centripetal forces); Periodic motion: pendular movement; Simple theory of vibration, harmonics and resonance; Velocity ratio, mechanical advantage and efficiency.	1	2	1	1
2.2.3 Dynamics (a) Mass; Force, inertia, work, power, energy (potential, kinetic and total energy), heat, efficiency; (b) Momentum, conservation of momentum; Impulse; Gyroscopic principles; Friction: nature and effects, coefficient of friction (rolling resistance).	1	2	1	1
	1	2	2	1
2.2.4 Fluid dynamics (a) Specific gravity and density; (b) Viscosity, fluid resistance, effects of streamlining; Effects of compressibility on fluids; Static, dynamic and total pressure: Bernoulli's Theorem, venturi.	2	2	2	2
	1	2	1	1
2.3 Thermodynamics (a) Temperature: thermometers and temperature scales: Celsius, Fahrenheit and Kelvin; Heat definition; (b) Heat capacity, specific heat; Heat transfer: convection, radiation and conduction; Volumetric expansion; First and second law of thermodynamics; Gases: ideal gases laws; specific heat at constant volume and constant pressure, work done by expanding gas;	2	2	2	2
	—	2	2	1

MODULE 2. PHYSICS	LEVEL			
	A	B1	B2 B2L	B3
Isothermal, adiabatic expansion and compression, engine cycles, constant volume and constant pressure, refrigerators and heat pumps; Latent heats of fusion and evaporation, thermal energy, heat of combustion.				
2.4 Optics (Light) Nature of light; speed of light; Laws of reflection and refraction: reflection at plane surfaces, reflection by spherical mirrors, refraction, lenses; Fibre optics.	—	2	2	—
2.5 Wave Motion and Sound Wave motion: mechanical waves, sinusoidal wave motion, interference phenomena, standing waves; Sound: speed of sound, production of sound, intensity, pitch and quality, Doppler effect.	—	2	2	—

MODULE 3. ELECTRICAL FUNDAMENTALS
Regulation (EU) 2018/1142

MODULE 3. ELECTRICAL FUNDAMENTALS	LEVEL			
	A	B1	B2 B2L	B3
3.1 Electron Theory Structure and distribution of electrical charges within: atoms, molecules, ions, compounds; Molecular structure of conductors, semiconductors and insulators.	1	1	1	1
3.2 Static Electricity and Conduction Static electricity and distribution of electrostatic charges; Electrostatic laws of attraction and repulsion; Units of charge, Coulomb's Law; Conduction of electricity in solids, liquids, gases and a vacuum.	1	2	2	1
3.3 Electrical Terminology The following terms, their units and factors affecting them: potential difference, electromotive force, voltage, current, resistance, conductance, charge, conventional current flow, electron flow.	1	2	2	1
3.4 Generation of Electricity Production of electricity by the following methods: light, heat, friction, pressure, chemical action, magnetism and motion.	1	1	1	1
3.5 DC Sources of Electricity Construction and basic chemical action of: primary cells, secondary cells, lead acid cells, nickel cadmium cells, other alkaline cells; Cells connected in series and parallel; Internal resistance and its effect on a battery; Construction, materials and operation of thermocouples; Operation of photo-cells.	1	2	2	2
3.6 DC Circuits Ohms Law, Kirchoff's Voltage and Current Laws; Calculations using the above laws to find resistance, voltage and current; Significance of the internal resistance of a supply.	—	2	2	1
3.7 Resistance/Resistor (a) Resistance and affecting factors; Specific resistance; Resistor colour code, values and tolerances, preferred values, wattage ratings; Resistors in series and parallel; Calculation of total resistance using series, parallel and series parallel combinations; Operation and use of potentiometers and rheostats; Operation of Wheatstone Bridge; (b) Positive and negative temperature coefficient conductance; Fixed resistors, stability, tolerance and limitations, methods of construction; Variable resistors, thermistors, voltage dependent resistors; Construction of potentiometers and rheostats; Construction of Wheatstone Bridge.	—	2	2	1
3.8 Power	—	1	1	—
3.8 Power	—	2	2	1

MODULE 3. ELECTRICAL FUNDAMENTALS	LEVEL			
	A	B1	B2 B2L	B3
Power, work and energy (kinetic and potential); Dissipation of power by a resistor; Power formula; Calculations involving power, work and energy.				
3.9 Capacitance/Capacitor Operation and function of a capacitor; Factors affecting capacitance area of plates, distance between plates, number of plates, dielectric and dielectric constant, working voltage, voltage rating; Capacitor types, construction and function; Capacitor colour coding; Calculations of capacitance and voltage in series and parallel circuits; Exponential charge and discharge of a capacitor, time constants; Testing of capacitors.	—	2	2	1
3.10 Magnetism (a) Theory of magnetism; Properties of a magnet; Action of a magnet suspended in the Earth's magnetic field; Magnetisation and demagnetisation; Magnetic shielding; Various types of magnetic material; Electromagnets construction and principles of operation; Hand clasp rules to determine: magnetic field around current carrying conductor;	—	2	2	1
(b) Magnetomotive force, field strength, magnetic flux density, permeability, hysteresis loop, retentivity, coercive force reluctance, saturation point, eddy currents; Precautions for care and storage of magnets.	—	2	2	1
3.11 Inductance/Inductor Faraday's Law; Action of inducing a voltage in a conductor moving in a magnetic field; Induction principles; Effects of the following on the magnitude of an induced voltage: magnetic field strength, rate of change of flux, number of conductor turns; Mutual induction; The effect the rate of change of primary current and mutual inductance has on induced voltage; Factors affecting mutual inductance: number of turns in coil, physical size of coil, permeability of coil, position of coils with respect to each other; Lenz's Law and polarity determining rules; Back emf, self induction; Saturation point; Principle uses of inductors.	—	2	2	1
3.12 DC Motor/Generator Theory	—	2	2	1

MODULE 3. ELECTRICAL FUNDAMENTALS	LEVEL			
	A	B1	B2 B2L	B3
Basic motor and generator theory; Construction and purpose of components in DC generator; Operation of, and factors affecting output and direction of current flow in DC generators; Operation of, and factors affecting output power, torque, speed and direction of rotation of DC motors; Series wound, shunt wound and compound motors; Starter Generator construction.				
3.13 AC Theory Sinusoidal waveform: phase, period, frequency, cycle; Instantaneous, average, root mean square, peak, peak to peak current values and calculations of these values, in relation to voltage, current and power; Triangular/Square waves; Single/3 phase principles.	1	2	2	1
3.14 Resistive (R), Capacitive (C) and Inductive (L) Circuits Phase relationship of voltage and current in L, C and R circuits, parallel, series and series parallel; Power dissipation in L, C and R circuits; Impedance, phase angle, power factor and current calculations; True power, apparent power and reactive power calculations.	—	2	2	1
3.15 Transformers Transformer construction principles and operation; Transformer losses and methods for overcoming them; Transformer action under load and no-load conditions; Power transfer, efficiency, polarity markings; Calculation of line and phase voltages and currents; Calculation of power in a three phase system; Primary and Secondary current, voltage, turns ratio, power, efficiency; Auto transformers.	—	2	2	1
3.16 Filters Operation, application and uses of the following filters: low pass, high pass, band pass, band stop.	—	1	1	—
3.17 AC Generators Rotation of loop in a magnetic field and waveform produced; Operation and construction of revolving armature and revolving field type AC generators; Single phase, two phase and three phase alternators; Three phase star and delta connections advantages and uses; Permanent Magnet Generators.	—	2	2	1
3.18 AC Motors Construction, principles of operation and characteristics of: AC synchronous and induction motors both single and polyphase; Methods of speed control and direction of rotation; Methods of producing a rotating field: capacitor, inductor, shaded or split pole.	—	2	2	1

MODULE 4. ELECTRONIC FUNDAMENTALS
Regulation (EU) 2018/1142

MODULE 4. ELECTRONIC FUNDAMENTALS	LEVEL			
	A	B1	B2 B2L	B3
4.1 Semiconductors				
4.1.1 Diodes				
(a) Diode symbols; Diode characteristics and properties; Diodes in series and parallel; Main characteristics and use of silicon controlled rectifiers (thyristors), light emitting diode, photo conductive diode, varistor, rectifier diodes; Functional testing of diodes.	—	2	2	1
(b) Materials, electron configuration, electrical properties; P and N type materials: effects of impurities on conduction, majority and minority characters; PN junction in a semiconductor, development of a potential across a PN junction in unbiased, forward biased and reverse biased conditions; Diode parameters: peak inverse voltage, maximum forward current, temperature, frequency, leakage current, power dissipation; Operation and function of diodes in the following circuits: clippers, clampers, full and half wave rectifiers, bridge rectifiers, voltage doublers and triplers; Detailed operation and characteristics of the following devices: silicon controlled rectifier (thyristor), light emitting diode, Schottky diode, photo conductive diode, varactor diode, varistor, rectifier diodes, Zener diode.	—	—	2	—
4.1.2 Transistors				
(a) Transistor symbols; Component description and orientation; Transistor characteristics and properties.	—	1	2	1
(b) Construction and operation of PNP and NPN transistors; Base, collector and emitter configurations; Testing of transistors; Basic appreciation of other transistor types and their uses; Application of transistors: classes of amplifier (A, B, C); Simple circuits including: bias, decoupling, feedback and stabilisation; Multistage circuit principles: cascades, push-pull, oscillators, multivibrators, flip-flop circuits.	—	—	2	—
4.1.3 Integrated Circuits				
(a) Description and operation of logic circuits and linear circuits/operational amplifiers;	—	1	—	1
(b) Description and operation of logic circuits and linear circuits; Introduction to operation and function of an operational amplifier used as: integrator, differentiator, voltage follower, comparator; Operation and amplifier stages connecting methods: resistive capacitive, inductive (transformer), inductive resistive (IR), direct;	—	—	2	—

MODULE 4. ELECTRONIC FUNDAMENTALS	LEVEL			
	A	B1	B2 B2L	B3
Advantages and disadvantages of positive and negative feedback.				
4.2 Printed Circuit Boards Description and use of printed circuit boards.	—	1	2	—
4.3 Servomechanisms				
(a) Understanding of the following terms: Open and closed loop systems, feedback, follow up, analogue transducers; Principles of operation and use of the following synchro system components/features: resolvers, differential, control and torque, transformers, inductance and capacitance transmitters;	—	1	—	—
(b) Understanding of the following terms: Open and closed loop, follow up, servomechanism, analogue, transducer, null, damping, feedback, deadband; Construction operation and use of the following synchro system components: resolvers, differential, control and torque, E and I transformers, inductance transmitters, capacitance transmitters, synchronous transmitters; Servomechanism defects, reversal of synchro leads, hunting.	—	—	2	—

MODULE 5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS
Regulation (EU) 2018/1142

MODULE 5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS	LEVEL				
	A	B1.1 B1.3	B1.2 B1.4	B2 B2L	B3
5.1 Electronic Instrument Systems Typical systems arrangements and cockpit layout of electronic instrument systems.	1	2	2	3	1
5.2 Numbering Systems Numbering systems: binary, octal and hexadecimal; Demonstration of conversions between the decimal and binary, octal and hexadecimal systems and vice versa.	—	1	—	2	—
5.3 Data Conversion Analogue Data, Digital Data; Operation and application of analogue to digital, and digital to analogue converters, inputs and outputs, limitations of various types.	—	1	—	2	—
5.4 Data Buses Operation of data buses in aircraft systems, including knowledge of ARINC and other specifications. Aircraft Network/Ethernet.	—	2	—	2	—
5.5 Logic Circuits (a) Identification of common logic gate symbols, tables and equivalent circuits; Applications used for aircraft systems, schematic diagrams. (b) Interpretation of logic diagrams.	—	2	—	2	—
	—	—	—	2	—
5.6 Basic Computer Structure (a) Computer terminology (including bit, byte, software, hardware, CPU, IC, and various memory devices such as RAM, ROM, PROM); Computer technology (as applied in aircraft systems). (b) Computer related terminology; Operation, layout and interface of the major components in a micro computer including their associated bus systems; Information contained in single and multiaddress instruction words; Memory associated terms; Operation of typical memory devices; Operation, advantages and disadvantages of the various data storage systems.	1	2	—	—	—
	—	—	—	2	—
5.7 Microprocessors Functions performed and overall operation of a microprocessor; Basic operation of each of the following microprocessor elements: control and processing unit, clock, register, arithmetic logic unit.	—	—	—	2	—
5.8 Integrated Circuits	—	—	—	2	—

MODULE 5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS	LEVEL				
	A	B1.1 B1.3	B1.2 B1.4	B2 B2L	B3
Operation and use of encoders and decoders; Function of encoder types; Uses of medium, large and very large scale integration.					
5.9 Multiplexing Operation, application and identification in logic diagrams of multiplexers and demultiplexers.	—	—	—	2	—
5.10 Fibre Optics Advantages and disadvantages of fibre optic data transmission over electrical wire propagation; Fibre optic data bus; Fibre optic related terms; Terminations; Couplers, control terminals, remote terminals; Application of fibre optics in aircraft systems.	—	1	1	2	—
5.11 Electronic Displays Principles of operation of common types of displays used in modern aircraft, including Cathode Ray Tubes, Light Emitting Diodes and Liquid Crystal Display.	—	2	1	2	1
5.12 Electrostatic Sensitive Devices Special handling of components sensitive to electrostatic discharges; Awareness of risks and possible damage, component and personnel anti-static protection devices.	1	2	2	2	1
5.13 Software Management Control Awareness of restrictions, airworthiness requirements and possible catastrophic effects of unapproved changes to software programmes.	—	2	1	2	1
5.14 Electromagnetic Environment Influence of the following phenomena on maintenance practices for electronic system: EMC-Electromagnetic Compatibility EMI-Electromagnetic Interference HIRF-High Intensity Radiated Field Lightning/lightning protection.	—	2	2	2	1
5.15 Typical Electronic/Digital Aircraft Systems General arrangement of typical electronic/digital aircraft systems and associated BITE (Built In Test Equipment) such as: (a) For B1 and B2 only: ACARS-ARINC Communication and Addressing and Reporting System EICAS-Engine Indication and Crew Alerting System FBW-Fly-by-Wire FMS-Flight Management System IRS-Inertial Reference System; (b) For B1, B2 and B3: ECAM-Electronic Centralised Aircraft Monitoring EFIS-Electronic Flight Instrument System GPS-Global Positioning System	—	2	2	2	1

MODULE 5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS	LEVEL				
	A	B1.1 B1.3	B1.2 B1.4	B2 B2L	B3
TCAS-Traffic Alert Collision Avoidance System Integrated Modular Avionics Cabin Systems Information Systems.					

MODULE 6. MATERIALS AND HARDWARE

Regulation (EU) 2018/1142

MODULE 6. MATERIALS AND HARDWARE	LEVEL			
	A	B1	B2 B2L	B3
6.1 Aircraft Materials — Ferrous				
(a) Characteristics, properties and identification of common alloy steels used in aircraft; Heat treatment and application of alloy steels.	1	2	1	2
(b) Testing of ferrous materials for hardness, tensile strength, fatigue strength and impact resistance.	—	1	1	1
6.2 Aircraft Materials — Non-Ferrous				
(a) Characteristics, properties and identification of common non-ferrous materials used in aircraft; Heat treatment and application of non-ferrous materials;	1	2	1	2
(b) Testing of non-ferrous material for hardness, tensile strength, fatigue strength and impact resistance.	—	1	1	1
6.3 Aircraft Materials — Composite and Non-Metallic				
6.3.1 Composite and non-metallic other than wood and fabric				
(a) Characteristics, properties and identification of common composite and non-metallic materials, other than wood, used in aircraft; Sealant and bonding agents;	1	2	2	2
(b) The detection of defects/deterioration in composite and non-metallic material; Repair of composite and non-metallic material.	1	2	—	2
6.3.2 Wooden structures	1	2	—	2
Construction methods of wooden airframe structures; Characteristics, properties and types of wood and glue used in aeroplanes; Preservation and maintenance of wooden structure; Types of defects in wood material and wooden structures; The detection of defects in wooden structure; Repair of wooden structure.				
6.3.3 Fabric covering	1	2	—	2
Characteristics, properties and types of fabrics used in aeroplanes; Inspections methods for fabric; Types of defects in fabric; Repair of fabric covering.				
6.4 Corrosion				
(a) Chemical fundamentals; Formation by, galvanic action process, microbiological, stress;	1	1	1	1
(b) Types of corrosion and their identification; Causes of corrosion; Material types, susceptibility to corrosion.	2	3	2	2
6.5 Fasteners				
6.5.1 Screw threads	2	2	2	2
Screw nomenclature; Thread forms, dimensions and tolerances for standard threads used in aircraft; Measuring screw threads.				

MODULE 6. MATERIALS AND HARDWARE	LEVEL			
	A	B1	B2 B2L	B3
6.5.2 Bolts, studs and screws Bolt types: specification, identification and marking of aircraft bolts, international standards; Nuts: self locking, anchor, standard types; Machine screws: aircraft specifications; Studs: types and uses, insertion and removal; Self tapping screws, dowels.	2	2	2	2
6.5.3 Locking devices Tab and spring washers, locking plates, split pins, pal-nuts, wire locking, quick release fasteners, keys, circlips, cotter pins.	2	2	2	2
6.5.4 Aircraft rivets Types of solid and blind rivets: specifications and identification, heat treatment.	1	2	1	2
6.6 Pipes and Unions (a) Identification of, and types of rigid and flexible pipes and their connectors used in aircraft; (b) Standard unions for aircraft hydraulic, fuel, oil, pneumatic and air system pipes.	2	2	2	2
6.7 Springs Types of springs, materials, characteristics and applications.	—	2	1	1
6.8 Bearings Purpose of bearings, loads, material, construction; Types of bearings and their application.	1	2	2	1
6.9 Transmissions Gear types and their application; Gear ratios, reduction and multiplication gear systems, driven and driving gears, idler gears, mesh patterns; Belts and pulleys, chains and sprockets.	1	2	2	1
6.10 Control Cables Types of cables; End fittings, turnbuckles and compensation devices; Pulleys and cable system components; Bowden cables; Aircraft flexible control systems.	1	2	1	2
6.11 Electrical Cables and Connectors Cable types, construction and characteristics; High tension and co-axial cables; Crimping; Connector types, pins, plugs, sockets, insulators, current and voltage rating, coupling, identification codes.	1	2	2	2

MODULE 7A. MAINTENANCE PRACTICES
Regulation (EU) 2018/1142

Note: This module does not apply to category B3. Relevant subject matters for category B3 are defined in module 7B.

MODULE 7A. MAINTENANCE PRACTICES	LEVEL		
	A	B1	B2 B2L
7.1 Safety Precautions-Aircraft and Workshop Aspects of safe working practices including precautions to take when working with electricity, gases especially oxygen, oils and chemicals. Also, instruction in the remedial action to be taken in the event of a fire or another accident with one or more of these hazards including knowledge on extinguishing agents.	3	3	3
7.2 Workshop Practices Care of tools, control of tools, use of workshop materials; Dimensions, allowances and tolerances, standards of workmanship; Calibration of tools and equipment, calibration standards.	3	3	3
7.3 Tools Common hand tool types; Common power tool types; Operation and use of precision measuring tools; Lubrication equipment and methods. Operation, function and use of electrical general test equipment.	3	3	3
7.4 Avionic General Test Equipment Operation, function and use of avionic general test equipment.	—	2	3
7.5 Engineering Drawings, Diagrams and Standards Drawing types and diagrams, their symbols, dimensions, tolerances and projections; Identifying title block information; Microfilm, microfiche and computerised presentations; Specification 100 of the Air Transport Association (ATA) of America; Aeronautical and other applicable standards including ISO, AN, MS, NAS and MIL; Wiring diagrams and schematic diagrams.	1	2	2
7.6 Fits and Clearances Drill sizes for bolt holes, classes of fits; Common system of fits and clearances; Schedule of fits and clearances for aircraft and engines; Limits for bow, twist and wear; Standard methods for checking shafts, bearings and other parts.	1	2	1
7.7 Electrical Wiring Interconnection System (EWIS)	1	3	3

MODULE 7A. MAINTENANCE PRACTICES	LEVEL		
	A	B1	B2 B2L
Continuity, insulation and bonding techniques and testing; Use of crimp tools: hand and hydraulic operated; Testing of crimp joints; Connector pin removal and insertion; Co-axial cables: testing and installation precautions; Identification of wire types, their inspection criteria and damage tolerance. Wiring protection techniques: Cable looming and loom support, cable clamps, protective sleeving techniques including heat shrink wrapping, shielding; EWIS installations, inspection, repair, maintenance and cleanliness standards.			
7.8 Riveting Riveted joints, rivet spacing and pitch; Tools used for riveting and dimpling; Inspection of riveted joints.	1	2	—
7.9 Pipes and Hoses Bending and belling/flaring aircraft pipes; Inspection and testing of aircraft pipes and hoses; Installation and clamping of pipes.	1	2	—
7.10 Springs Inspection and testing of springs.	1	2	—
7.11 Bearings Testing, cleaning and inspection of bearings; Lubrication requirements of bearings; Defects in bearings and their causes.	1	2	—
7.12 Transmissions Inspection of gears, backlash; Inspection of belts and pulleys, chains and sprockets; Inspection of screw jacks, lever devices, push-pull rod systems.	1	2	—
7.13 Control Cables Swaging of end fittings; Inspection and testing of control cables; Bowden cables; aircraft flexible control systems.	1	2	—
7.14 Material handling 7.14.1 Sheet Metal Marking out and calculation of bend allowance; Sheet metal working, including bending and forming; Inspection of sheet metal work.	—	2	—
7.14.2 Composite and non-metallic Bonding practices; Environmental conditions; Inspection methods.	—	2	—
7.15 Welding, Brazing, Soldering and Bonding (a) Soldering methods; inspection of soldered joints.	—	2	2
(b) Welding and brazing methods; Inspection of welded and brazed joints; Bonding methods and inspection of bonded joints.	—	2	—

MODULE 7A. MAINTENANCE PRACTICES	LEVEL		
	A	B1	B2 B2L
7.16 Aircraft Weight and Balance			
(a) Centre of Gravity/Balance limits calculation: use of relevant documents;	—	2	2
(b) Preparation of aircraft for weighing; Aircraft weighing.	—	2	—
7.17 Aircraft Handling and Storage	2	2	2
Aircraft taxiing/towing and associated safety precautions; Aircraft jacking, chocking, securing and associated safety precautions; Aircraft storage methods; Refuelling/defuelling procedures; De-icing/anti-icing procedures; Electrical, hydraulic and pneumatic ground supplies. Effects of environmental conditions on aircraft handling and operation.			
7.18 Disassembly, Inspection, Repair and Assembly Techniques			
(a) Types of defects and visual inspection techniques; Corrosion removal, assessment and reprotection;	2	3	3
(b) General repair methods, Structural Repair Manual; Ageing, fatigue and corrosion control programmes;	—	2	—
(c) Non-destructive inspection techniques including, penetrant, radiographic, eddy current, ultrasonic and boroscope methods;	—	2	1
(d) Disassembly and re-assembly techniques;	2	2	2
(e) Trouble shooting techniques.	—	2	2
7.19 Abnormal Events			
(a) Inspections following lightning strikes and HIRF penetration;	2	2	2
(b) Inspections following abnormal events such as heavy landings and flight through turbulence.	2	2	—
7.20 Maintenance Procedures	1	2	2
Maintenance planning; Modification procedures; Stores procedures; Certification/release procedures; Interface with aircraft operation; Maintenance Inspection/Quality Control/Quality Assurance; Additional maintenance procedures; Control of life limited components.			

MODULE 7B. MAINTENANCE PRACTICES

Regulation (EU) 2018/1142

Note: The scope of this module shall reflect the technology of aeroplanes relevant to the B3 category.

MODULE 7B. MAINTENANCE PRACTICES	LEVEL
	B3
<p>7.1 Safety Precautions-Aircraft and Workshop Aspects of safe working practices including precautions to take when working with electricity, gases especially oxygen, oils and chemicals. Also, instruction in the remedial action to be taken in the event of a fire or another accident with one or more of these hazards including knowledge on extinguishing agents.</p>	3
<p>7.2 Workshop Practices Care of tools, control of tools, use of workshop materials; Dimensions, allowances and tolerances, standards of workmanship; Calibration of tools and equipment, calibration standards.</p>	3
<p>7.3 Tools Common hand tool types; Common power tool types; Operation and use of precision measuring tools; Lubrication equipment and methods; Operation, function and use of electrical general test equipment.</p>	3
<p>7.4 Avionic General Test Equipment Operation, function and use of avionic general test equipment.</p>	1
<p>7.5 Engineering Drawings, Diagrams and Standards Drawing types and diagrams, their symbols, dimensions, tolerances and projections; Identifying title block information; Microfilm, microfiche and computerised presentations; Specification 100 of the Air Transport Association (ATA) of America; Aeronautical and other applicable standards including ISO, AN, MS, NAS and MIL; Wiring diagrams and schematic diagrams.</p>	2
<p>7.6 Fits and Clearances Drill sizes for bolt holes, classes of fits; Common system of fits and clearances; Schedule of fits and clearances for aircraft and engines; Limits for bow, twist and wear; Standard methods for checking shafts, bearings and other parts.</p>	2
<p>7.7 Electrical Cables and Connectors Continuity, insulation and bonding techniques and testing; Use of crimp tools: hand and hydraulic operated; Testing of crimp joints; Connector pin removal and insertion; Co-axial cables: testing and installation precautions; Wiring protection techniques: Cable looming and loom support, cable clamps, protective sleeving techniques including heat shrink wrapping, shielding.</p>	2
<p>7.8 Riveting Riveted joints, rivet spacing and pitch; Tools used for riveting and dimpling; Inspection of riveted joints.</p>	2
<p>7.9 Pipes and Hoses</p>	2

MODULE 7B. MAINTENANCE PRACTICES	LEVEL
	B3
Bending and belling/flaring aircraft pipes; Inspection and testing of aircraft pipes and hoses; Installation and clamping of pipes.	
<i>7.10 Springs</i> Inspection and testing of springs.	2
<i>7.11 Bearings</i> Testing, cleaning and inspection of bearings; Lubrication requirements of bearings; Defects in bearings and their causes.	2
<i>7.12 Transmissions</i> Inspection of gears, backlash; Inspection of belts and pulleys, chains and sprockets; Inspection of screw jacks, lever devices, push-pull rod systems.	2
<i>7.13 Control Cables</i> Swaging of end fittings; Inspection and testing of control cables; Bowden cables; aircraft flexible control systems.	2
<i>7.14 Material handling</i> <i>7.14.1 Sheet Metal</i> Marking out and calculation of bend allowance; Sheet metal working, including bending and forming; Inspection of sheet metal work.	2
<i>7.14.2 Composite and non-metallic</i> Bonding practices; Environmental conditions; Inspection methods.	2
<i>7.15 Welding, Brazing, Soldering and Bonding</i> (a) Soldering methods; inspection of soldered joints;	2
(b) Welding and brazing methods; Inspection of welded and brazed joints; Bonding methods and inspection of bonded joints.	2
<i>7.16 Aircraft Weight and Balance</i> (a) Centre of Gravity/Balance limits calculation: use of relevant documents;	2
(b) Preparation of aircraft for weighing; Aircraft weighing.	2
<i>7.17 Aircraft Handling and Storage</i> Aircraft taxiing/towing and associated safety precautions; Aircraft jacking, chocking, securing and associated safety precautions; Aircraft storage methods; Refuelling/defuelling procedures; De-icing/anti-icing procedures; Electrical, hydraulic and pneumatic ground supplies; Effects of environmental conditions on aircraft handling and operation.	2
<i>7.18 Disassembly, Inspection, Repair and Assembly Techniques</i> (a) Types of defects and visual inspection techniques; Corrosion removal, assessment and re-protection;	3
(b) General repair methods, Structural Repair Manual; Ageing, fatigue and corrosion control programmes;	2

MODULE 7B. MAINTENANCE PRACTICES		LEVEL
		B3
(c)	Non-destructive inspection techniques including, penetrant, radiographic, eddy current, ultrasonic and boroscope methods;	2
(d)	Disassembly and re-assembly techniques;	2
(e)	Trouble shooting techniques.	2
<i>7.19 Abnormal Events</i>		
(a)	Inspections following lightning strikes and HIRF penetration.	2
(b)	Inspections following abnormal events such as heavy landings and flight through turbulence.	2
<i>7.20 Maintenance Procedures</i>		2
Maintenance planning; Modification procedures; Stores procedures; Certification/release procedures; Interface with aircraft operation; Maintenance Inspection/Quality Control/Quality Assurance; Additional maintenance procedures; Control of life limited components.		

MODULE 8. BASIC AERODYNAMICS
Regulation (EU) 2018/1142

MODULE 8. BASIC AERODYNAMICS	LEVEL			
	A	B1	B2 B2L	B3
8.1 Physics of the Atmosphere International Standard Atmosphere (ISA), application to aerodynamics.	1	2	2	1
8.2 Aerodynamics Airflow around a body; Boundary layer, laminar and turbulent flow, free stream flow, relative airflow, upwash and downwash, vortices, stagnation; The terms: camber, chord, mean aerodynamic chord, profile (parasite) drag, induced drag, centre of pressure, angle of attack, wash in and wash out, fineness ratio, wing shape and aspect ratio; Thrust, Weight, Aerodynamic Resultant; Generation of Lift and Drag: Angle of Attack, Lift coefficient, Drag coefficient, polar curve, stall; Aerofoil contamination including ice, snow, frost.	1	2	2	1
8.3 Theory of Flight Relationship between lift, weight, thrust and drag; Glide ratio; Steady state flights, performance; Theory of the turn; Influence of load factor: stall, flight envelope and structural limitations; Lift augmentation.	1	2	2	1
8.4 Flight Stability and Dynamics Longitudinal, lateral and directional stability (active and passive).	1	2	2	1

MODULE 9A. HUMAN FACTORS

Regulation (EU) 2018/1142

Note: This module does not apply to category B3. Relevant subject matters for category B3 are defined in module 9B.

MODULE 9A. HUMAN FACTORS	LEVEL		
	A	B1	B2 B2L
9.1 General The need to take human factors into account; Incidents attributable to human factors/human error; 'Murphy's' law.	1	2	2
9.2 Human Performance and Limitations Vision; Hearing; Information processing; Attention and perception; Memory; Claustrophobia and physical access.	1	2	2
9.3 Social Psychology Responsibility: individual and group; Motivation and de-motivation; Peer pressure; 'Culture' issues; Team working; Management, supervision and leadership.	1	1	1
9.4 Factors Affecting Performance Fitness/health; Stress: domestic and work related; Time pressure and deadlines; Workload: overload and underload; Sleep and fatigue, shiftwork; Alcohol, medication, drug abuse.	2	2	2
9.5 Physical Environment Noise and fumes; Illumination; Climate and temperature; Motion and vibration; Working environment.	1	1	1
9.6 Tasks Physical work; Repetitive tasks; Visual inspection; Complex systems.	1	1	1
9.7 Communication Within and between teams; Work logging and recording; Keeping up to date, currency; Dissemination of information.	2	2	2
9.8 Human Error	1	2	2

MODULE 9A. HUMAN FACTORS	LEVEL		
	A	B1	B2 B2L
Error models and theories; Types of error in maintenance tasks; Implications of errors (i.e. accidents); Avoiding and managing errors.			
<i>9.9 Hazards in the Workplace</i> Recognising and avoiding hazards; Dealing with emergencies.	1	2	2

MODULE 9B. HUMAN FACTORS

Regulation (EU) No 1321/2014

Note: The scope of this module shall reflect the less demanding environment of maintenance for B3 licence holders.

MODULE 9B. HUMAN FACTORS	LEVEL
	B3
<p>9.1 General</p> <p>The need to take human factors into account; Incidents attributable to human factors/human error; 'Murphy's' law.</p>	2
<p>9.2 Human Performance and Limitations</p> <p>Vision; Hearing; Information processing; Attention and perception; Memory; Claustrophobia and physical access.</p>	2
<p>9.3 Social Psychology</p> <p>Responsibility: individual and group; Motivation and de-motivation; Peer pressure; 'Culture' issues; Team working; Management, supervision and leadership.</p>	1
<p>9.4 Factors Affecting Performance</p> <p>Fitness/health; Stress: domestic and work related; Time pressure and deadlines; Workload: overload and underload; Sleep and fatigue, shiftwork; Alcohol, medication, drug abuse.</p>	2
<p>9.5 Physical Environment</p> <p>Noise and fumes; Illumination; Climate and temperature; Motion and vibration; Working environment.</p>	1
<p>9.6 Tasks</p> <p>Physical work; Repetitive tasks; Visual inspection; Complex systems.</p>	1
<p>9.7 Communication</p> <p>Within and between teams; Work logging and recording; Keeping up to date, currency; Dissemination of information.</p>	2
<p>9.8 Human Error</p>	2

MODULE 9B. HUMAN FACTORS	LEVEL
Error models and theories; Types of error in maintenance tasks; Implications of errors (i.e. accidents); Avoiding and managing errors.	B3
<i>9.9 Hazards in the Workplace</i> Recognising and avoiding hazards; Dealing with emergencies.	2

MODULE 10. AVIATION LEGISLATION (Appendix I to Part-66)

Regulation (EU) 2020/270

MODULE 10. AVIATION LEGISLATION	LEVEL			
	A	B1	B2 B2L	B3
10.1 Regulatory Framework Role of the International Civil Aviation Organisation; Role of the European Commission; Role of EASA; Role of the Member States and National Aviation Authorities; Regulations (EU) 2018/1139, Regulation (EU) No 748/2012, Regulation (EU) No 1321/2014 and Regulation (EU) No 376/2014; Relation between the various Annexes (Parts) of Regulation (EU) No 748/2012, Regulation (EU) No 1321/2014 and Regulation (EU) No 965/2012	1	1	1	1
10.2 Certifying Staff – Maintenance Detailed understanding of Part-66.	2	2	2	2
10.3 Approved Maintenance Organisations Detailed understanding of Part-145 and Part-M Subpart F.	2	2	2	2
10.4 Air operations General understanding of Regulation (EU) No 965/2012. Air Operators Certificates; Operator's responsibilities, in particular regarding continuing airworthiness and maintenance; Aircraft Maintenance Programme; MEL//CDL; Documents to be carried on board; Aircraft placarding (markings).	1	1	1	1
10.5 Certification of aircraft, parts and appliances (a) General General understanding of Part 21 and EASA certification specifications CS-23, 25, 27, 29.	—	1	1	1
(b) Documents Certificate of Airworthiness; restricted certificates of airworthiness and permit to fly; Certificate of Registration; Noise Certificate; Weight Schedule; Radio Station Licence and Approval.	—	2	2	2
10.6 Continuing airworthiness Detailed understanding of Part 21 provisions related to continuing airworthiness. Detailed understanding of Part-M.	2	2	2	2
10.7 Applicable National and International Requirements for (if not superseded by EU requirements).				

MODULE 10. AVIATION LEGISLATION		LEVEL			
		A	B1	B2 B2L	B3
(a)	Maintenance Programmes, Maintenance checks and inspections; Airworthiness Directives; Service Bulletins, manufacturers service information; Modifications and repairs; Maintenance documentation: maintenance manuals, structural repair manual, illustrated parts catalogue, etc.; Only for A to B2 licences: Master Minimum Equipment Lists, Minimum Equipment List, Dispatch Deviation Lists;	1	2	2	2
(b)	Continuing airworthiness; Minimum equipment requirements — Test flights; Only for B1 and B2 licences: ETOPS, maintenance and dispatch requirements; All Weather Operations, Category 2/3 operations.	—	1	1	1

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

Regulation (EU) 2018/1142

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
11.1 Theory of Flight		
11.1.1. Aeroplane Aerodynamics and Flight Controls	1	2
Operation and effect of: <ul style="list-style-type: none"> — roll control: ailerons and spoilers, — pitch control: elevators, stabilators, variable incidence stabilisers and canards, — yaw control, rudder limiters; Control using elevons, ruddervators; High lift devices, slots, slats, flaps, flaperons; Drag inducing devices, spoilers, lift dumpers, speed brakes; Effects of wing fences, saw tooth leading edges; Boundary layer control using, vortex generators, stall wedges or leading edge devices; Operation and effect of trim tabs, balance and antibalance (leading) tabs, servo tabs, spring tabs, mass balance, control surface bias, aerodynamic balance panels.		
11.1.2. High Speed Flight	1	2
Speed of sound, subsonic flight, transonic flight, supersonic flight; Mach number, critical Mach number, compressibility buffet, shock wave, aerodynamic heating, area rule; Factors affecting airflow in engine intakes of high speed aircraft; Effects of sweepback on critical Mach number.		
11.2 Airframe Structures — General Concepts		
(a) Airworthiness requirements for structural strength; Structural classification, primary, secondary and tertiary; Fail safe, safe life, damage tolerance concepts; Zonal and station identification systems; Stress, strain, bending, compression, shear, torsion, tension, hoop stress, fatigue; Drains and ventilation provisions; System installation provisions; Lightning strike protection provision; Aircraft bonding.	2	2
(b) Construction methods of: stressed skin fuselage, formers, stringers, longerons, bulkheads, frames, doublers, struts, ties, beams, floor structures, reinforcement, methods of skinning, anti-corrosive protection, wing, empennage and engine attachments; Structure assembly techniques: riveting, bolting, bonding; Methods of surface protection, such as chromating, anodising, painting; Surface cleaning; Airframe symmetry: methods of alignment and symmetry checks.	1	2
11.3 Airframe Structures — Aeroplanes		
11.3.1 Fuselage (ATA 52/53/56)	1	2
Construction and pressurisation sealing; Wing, stabiliser, pylon and undercarriage attachments; Seat installation and cargo loading system; Doors and emergency exits: construction, mechanisms, operation and safety devices; Windows and windscreen construction and mechanisms.		
11.3.2 Wings (ATA 57)	1	2

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
Construction; Fuel storage; Landing gear, pylon, control surface and high lift/drag attachments.		
11.3.3 Stabilisers (ATA 55) Construction; Control surface attachment.	1	2
11.3.4 Flight Control Surfaces (ATA 55/57) Construction and attachment; Balancing — mass and aerodynamic.	1	2
11.3.5 Nacelles/Pylons (ATA 54) Nacelles/Pylons: — Construction, — Firewalls, — Engine mounts.	1	2
11.4 Air Conditioning and Cabin Pressurisation (ATA 21)		
11.4.1 Air supply Sources of air supply including engine bleed, APU and ground cart.	1	2
11.4.2 Air Conditioning Air conditioning systems; Air cycle and vapour cycle machines; Distribution systems; Flow, temperature and humidity control system.	1	3
11.4.3 Pressurisation Pressurisation systems; Control and indication including control and safety valves; Cabin pressure controllers.	1	3
11.4.4 Safety and warning devices Protection and warning devices.	1	3
11.5 Instruments/Avionic Systems		
11.5.1 Instrument Systems (ATA 31) Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn coordinator; Compasses: direct reading, remote reading; Angle of attack indication, stall warning systems; Glass cockpit; Other aircraft system indication.	1	2
11.5.2 Avionic Systems Fundamentals of system lay-outs and operation of: — Auto Flight (ATA 22), — Communications (ATA 23), — Navigation Systems (ATA 34).	1	1
11.6 Electrical Power (ATA 24)	1	3

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
Batteries Installation and Operation; DC power generation; AC power generation; Emergency power generation; Voltage regulation; Power distribution; Inverters, transformers, rectifiers; Circuit protection; External/Ground power.		
11.7 Equipment and Furnishings (ATA 25)		
(a) Emergency equipment requirements; Seats, harnesses and belts.	2	2
(b) Cabin lay-out; Equipment lay-out; Cabin Furnishing installation; Cabin entertainment equipment; Galley installation; Cargo handling and retention equipment; Airstairs.	1	1
11.8 Fire Protection (ATA 26)		
(a) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests;	1	3
(b) Portable fire extinguisher.	1	2
11.9 Flight Controls (ATA 27)	1	3
Primary controls: aileron, elevator, rudder, spoiler; Trim control; Active load control; High lift devices; Lift dump, speed brakes; System operation: manual, hydraulic, pneumatic, electrical, fly-by-wire; Artificial feel, Yaw damper, Mach trim, rudder limiter, gust lock systems; Balancing and rigging; Stall protection/warning system.		
11.10 Fuel Systems (ATA 28)	1	3
System lay-out; Fuel tanks; Supply systems; Dumping, venting and draining; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling; Longitudinal balance fuel systems.		
11.11 Hydraulic Power (ATA 29)	1	3

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical, pneumatic; Emergency pressure generation; Filters; Pressure Control; Power distribution; Indication and warning systems; Interface with other systems.		
11.12 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; Anti-icing systems: electrical, hot air and chemical; De-icing systems: electrical, hot air, pneumatic and chemical; Rain repellent; Probe and drain heating; Wiper systems.	1	3
11.13 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking; Tyres; Steering; Air-ground sensing.	2	3
11.14 Lights (ATA 33) External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	2	3
11.15 Oxygen (ATA 35) System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.	1	3
11.16 Pneumatic/Vacuum (ATA 36) System lay-out; Sources: engine/APU (Auxiliary Power Unit), compressors, reservoirs, ground supply; Pressure and vacuum pumps; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	1	3
11.17 Water/Waste (ATA 38) Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing; Corrosion aspects.	2	3
11.18 On Board Maintenance Systems (ATA 45)	1	2

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
<p>Central maintenance computers; Data loading system; Electronic library system; Printing; Structure monitoring (damage tolerance monitoring).</p>		
<p>11.19 Integrated Modular Avionics (ATA42) Functions that may be typically integrated in the Integrated Modular Avionic (IMA) modules are, among others: Bleed Management, Air Pressure Control, Air Ventilation and Control, Avionics and Cockpit Ventilation Control, Temperature Control, Air Traffic Communication, Avionics Communication Router, Electrical Load Management, Circuit Breaker Monitoring, Electrical System BITE, Fuel Management, Braking Control, Steering Control, Landing Gear Extension and Retraction, Tyre Pressure Indication, Oleo Pressure Indication, Brake Temperature Monitoring, etc. Core System; Network Components.</p>	1	2
<p>11.20 Cabin Systems (ATA44) The units and components which furnish a means of entertaining the passengers and providing communication within the aircraft (Cabin Intercommunication Data System (CIDS)) and between the aircraft cabin and ground stations (Cabin Network Service (CNS)). They include voice, data, music and video transmissions. CIDS provides an interface between cockpit/cabin crew and cabin systems. These systems support data exchange between the different related Line Replaceable Units (LRUs) and they are typically operated via Flight Attendant Panels (FAPs). CNS typically consists of a server, interfacing with, among others, the following systems: — Data/Radio Communication; — Cabin Core System (CCS); — In-flight Entertainment System (IFES); — External Communication System (ECS); — Cabin Mass Memory System (CMMS); — Cabin Monitoring System (CMS); — Miscellaneous Cabin Systems (MCSs). CNS may host functions such as: — access to pre-departure/departure reports; — e-mail/intranet/internet access; passenger database.</p>	1	2
<p>11.21 Information Systems (ATA46) The units and components which furnish a means of storing, updating and retrieving digital information traditionally provided on paper, microfilm or microfiche. Includes units that are dedicated to the information storage and retrieval function such as the electronic library mass storage and controller. Does not include units or components installed for other uses and shared with other systems, such as flight deck printer or general use display. Typical examples include Air Traffic and Information Management Systems and Network Server Systems Aircraft General Information System; Flight Deck Information System; Maintenance Information System; Passenger Cabin Information System; Miscellaneous Information System.</p>	1	2

MODULE 11B. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

Regulation (EU) 2018/1142

Note 1: This module does not apply to category B3. Relevant subject matters for category B3 are defined in module 11C.

Note 2: The scope of this Module shall reflect the technology of aeroplanes pertinent to the A2 and B1.2 subcategory.

MODULE 11B. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A2	B1.2
11.1 Theory of Flight		
11.1.1. Aeroplane Aerodynamics and Flight Controls	1	2
Operation and effect of: — roll control: ailerons and spoilers, — pitch control: elevators, stabilators, variable incidence stabilisers and canards, — yaw control, rudder limiters; Control using elevons, ruddervators; High lift devices, slots, slats, flaps, flaperons; Drag inducing devices, spoilers, lift dumpers, speed brakes; Effects of wing fences, saw tooth leading edges; Boundary layer control using, vortex generators, stall wedges or leading edge devices; Operation and effect of trim tabs, balance and antibalance (leading) tabs, servo tabs, spring tabs, mass balance, control surface bias, aerodynamic balance panels.		
11.1.2. High Speed Flight — N/A	—	—
11.2 Airframe Structures — General Concepts		
(a) Airworthiness requirements for structural strength; Structural classification, primary, secondary and tertiary; Fail safe, safe life, damage tolerance concepts; Zonal and station identification systems; Stress, strain, bending, compression, shear, torsion, tension, hoop stress, fatigue; Drains and ventilation provisions; System installation provisions; Lightning strike protection provision; Aircraft bonding.	2	2
(b) Construction methods of: stressed skin fuselage, formers, stringers, longerons, bulkheads, frames, doublers, struts, ties, beams, floor structures, reinforcement, methods of skinning, anti-corrosive protection, wing, empennage and engine attachments; Structure assembly techniques: riveting, bolting, bonding; Methods of surface protection, such as chromating, anodising, painting; Surface cleaning; Airframe symmetry: methods of alignment and symmetry checks.	1	2
11.3 Airframe Structures — Aeroplanes		
11.3.1 Fuselage (ATA 52/53/56)	1	2
Construction and pressurisation sealing; Wing, tail-plane, pylon and undercarriage attachments; Seat installation; Doors and emergency exits: construction and operation; Windows and windscreen attachment.		
11.3.2 Wings (ATA 57)	1	2

MODULE 11B. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A2	B1.2
Construction; Fuel storage; Landing gear, pylon, control surface and high lift/drag attachments.		
<i>11.3.3 Stabilisers (ATA 55)</i> Construction; Control surface attachment.	1	2
<i>11.3.4 Flight Control Surfaces (ATA 55/57)</i> Construction and attachment; Balancing — mass and aerodynamic.	1	2
<i>11.3.5 Nacelles/Pylons (ATA 54)</i> Nacelles/Pylons: — Construction, — Firewalls, — Engine mounts.	1	2
<i>11.4 Air Conditioning and Cabin Pressurisation (ATA 21)</i> Pressurisation and air conditioning systems; Cabin pressure controllers, protection and warning devices; Heating systems.	1	3
<i>11.5 Instruments/Avionic Systems</i> <i>11.5.1 Instrument Systems (ATA 31)</i> Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn coordinator; Compasses: direct reading, remote reading; Angle of attack indication, stall warning systems; Glass cockpit; Other aircraft system indication.	1	2
<i>11.5.2 Avionic Systems</i> Fundamentals of system lay-outs and operation of: — Auto Flight (ATA 22), — Communications (ATA 23), — Navigation Systems (ATA 34).	1	1
<i>11.6 Electrical Power (ATA 24)</i> Batteries Installation and Operation; DC power generation; Voltage regulation; Power distribution; Circuit protection; Inverters, transformers.	1	3
<i>11.7 Equipment and Furnishings (ATA 25)</i> (a) Emergency equipment requirements; Seats, harnesses and belts; (b) Cabin lay-out; Equipment lay-out; Cabin Furnishing installation; Cabin entertainment equipment; Galley installation; Cargo handling and retention equipment; Airstairs.	2 1	2 1

MODULE 11B. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A2	B1.2
11.8 Fire Protection (ATA 26) (a) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests; (b) Portable fire extinguisher.	1	3
11.9 Flight Controls (ATA 27) Primary controls: aileron, elevator, rudder; Trim tabs; High lift devices; System operation: manual; Gust locks; Balancing and rigging; Stall warning system.	1	3
11.10 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.	1	3
11.11 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical; Filters; Pressure Control; Power distribution; Indication and warning systems.	1	3
11.12 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; De-icing systems: electrical, hot air, pneumatic and chemical; Probe and drain heating; Wiper systems.	1	3
11.13 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking; Tyres; Steering; Air-ground sensing.	2	3
11.14 Lights (ATA 33) External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	2	3
11.15 Oxygen (ATA 35)	1	3

MODULE 11B. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A2	B1.2
System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.		
<i>11.16 Pneumatic/Vacuum (ATA 36)</i> System lay-out; Sources: engine/APU, compressors, reservoirs, ground supply; Pressure and vacuum pumps; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	1	3
<i>11.17 Water/Waste (ATA 38)</i> Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing; Corrosion aspects.	2	3

MODULE 11C. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS
Regulation (EU) No 1321/2014

Note: The scope of this module shall reflect the technology of aeroplanes pertinent to the B3 category.

MODULE 11C. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B3
<p>11.1 Theory of Flight Aeroplane Aerodynamics and Flight Controls Operation and effect of: — roll control: ailerons, — pitch control: elevators, stabilators, variable incidence stabilisers and canards, — yaw control, rudder limiters; Control using elevons, ruddervators; High lift devices, slots, slats, flaps, flaperons; Drag inducing devices, lift dumpers, speed brakes; Effects of wing fences, saw tooth leading edges; Boundary layer control using, vortex generators, stall wedges or leading edge devices; Operation and effect of trim tabs, balance and anti-balance (leading) tabs, servo tabs, spring tabs, mass balance, control surface bias, aerodynamic balance panels.</p>	1
<p>11.2 Airframe Structures — General Concepts</p> <p>(a) Airworthiness requirements for structural strength; Structural classification, primary, secondary and tertiary; Fail safe, safe life, damage tolerance concepts; Zonal and station identification systems; Stress, strain, bending, compression, shear, torsion, tension, hoop stress, fatigue; Drains and ventilation provisions; System installation provisions; Lightning strike protection provision; Aircraft bonding;</p> <p>(b) Construction methods of: stressed skin fuselage, formers, stringers, longerons, bulkheads, frames, doublers, struts, ties, beams, floor structures, reinforcement, methods of skinning, anti-corrosive protection, wing, empennage and engine attachments; Structure assembly techniques: riveting, bolting, bonding; Methods of surface protection, such as chromating, anodising, painting; Surface cleaning; Airframe symmetry: methods of alignment and symmetry checks.</p>	2
<p>11.3 Airframe Structures — Aeroplanes 11.3.1 Fuselage (ATA 52/53/56) Construction; Wing, tail-plane, pylon and undercarriage attachments; Seat installation; Doors and emergency exits: construction and operation; Window and windscreen attachment.</p>	1
<p>11.3.2 Wings (ATA 57) Construction; Fuel storage; Landing gear, pylon, control surface and high lift/drag attachments.</p>	1
<p>11.3.3 Stabilisers (ATA 55) Construction; Control surface attachment.</p>	1
<p>11.3.4 Flight Control Surfaces (ATA 55/57) Construction and attachment;</p>	1

MODULE 11C. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B3
Balancing — mass and aerodynamic.	
11.3.5 Nacelles/Pylons (ATA 54) Nacelles/Pylons: — Construction, — Firewalls, — Engine mounts.	1
11.4 Air Conditioning (ATA 21) Heating and ventilation systems.	1
11.5 Instruments/Avionic Systems 11.5.1 Instrument Systems (ATA 31) Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn coordinator; Compasses: direct reading, remote reading; Angle of attack indication, stall warning systems; Glass cockpit; Other aircraft system indication.	1
11.5.2 Avionic Systems Fundamentals of system lay-outs and operation of: — Auto Flight (ATA 22), — Communications (ATA 23), — Navigation Systems (ATA 34).	1
11.6 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation; Voltage regulation; Power distribution; Circuit protection; Inverters, transformers.	2
11.7 Equipment and Furnishings (ATA 25) Emergency equipment requirements; Seats, harnesses and belts.	2
11.8 Fire Protection (ATA 26) Portable fire extinguisher.	2
11.9 Flight Controls (ATA 27) Primary controls: aileron, elevator, rudder; Trim tabs; High lift devices; System operation: manual; Gust locks; Balancing and rigging; Stall warning system.	3
11.10 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.	2

MODULE 11C. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B3
11.11 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical; Filters; Pressure Control; Power distribution; Indication and warning systems.	2
11.12 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; De-icing systems: electrical, hot air, pneumatic and chemical; Probe and drain heating; Wiper systems.	1
11.13 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking; Tyres; Steering.	2
11.14 Lights (ATA 33) External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	2
11.15 Oxygen (ATA 35) System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.	2
11.16 Pneumatic/Vacuum (ATA 36) System lay-out; Sources: engine/APU, compressors, reservoirs, ground supply; Pressure and vacuum pumps Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	2

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS

Regulation (EU) 2018/1142

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A3 A4	B1.3 B1.4
<p>12.1 Theory of Flight — Rotary Wing Aerodynamics</p> <p>Terminology; Effects of gyroscopic precession; Torque reaction and directional control; Dissymmetry of lift, Blade tip stall; Translating tendency and its correction; Coriolis effect and compensation; Vortex ring state, power settling, overpitching; Auto-rotation; Ground effect.</p>	1	2
<p>12.2 Flight Control Systems</p> <p>Cyclic control; Collective control; Swashplate; Yaw control: Anti-Torque Control, Tail rotor, bleed air; Main Rotor Head: Design and Operation features; Blade Dampers: Function and construction; Rotor Blades: Main and tail rotor blade construction and attachment; Trim control, fixed and adjustable stabilisers; System operation: manual, hydraulic, electrical and fly-by-wire; Artificial feel; Balancing and rigging.</p>	2	3
<p>12.3 Blade Tracking and Vibration Analysis</p> <p>Rotor alignment; Main and tail rotor tracking; Static and dynamic balancing; Vibration types, vibration reduction methods; Ground resonance.</p>	1	3
<p>12.4 Transmission</p> <p>Gear boxes, main and tail rotors; Clutches, free wheel units and rotor brake; Tail rotor drive shafts, flexible couplings, bearings, vibration dampers and bearing hangers.</p>	1	3
<p>12.5 Airframe Structures</p> <p>(a) Airworthiness requirements for structural strength; Structural classification, primary, secondary and tertiary; Fail safe, safe life, damage tolerance concepts; Zonal and station identification systems; Stress, strain, bending, compression, shear, torsion, tension, hoop stress, fatigue; Drains and ventilation provisions; System installation provisions; Lightning strike protection provision;</p> <p>(b) Construction methods of: stressed skin fuselage, formers, stringers, longerons, bulkheads, frames, doublers, struts, ties, beams, floor structures, reinforcement, methods of skinning and anti-corrosive protection.</p>	2	2
	1	2

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A3 A4	B1.3 B1.4
Pylon, stabiliser and undercarriage attachments; Seat installation; Doors: construction, mechanisms, operation and safety devices; Windows and windscreen construction; Fuel storage; Firewalls; Engine mounts; Structure assembly techniques: riveting, bolting, bonding; Methods of surface protection, such as chromating, anodising, painting; Surface cleaning. Airframe symmetry: methods of alignment and symmetry checks.		
12.6 Air Conditioning (ATA 21) 12.6.1 Air supply Sources of air supply including engine bleed and ground cart.	1	2
12.6.2 Air conditioning Air conditioning systems; Distribution systems; Flow and temperature control systems; Protection and warning devices.	1	3
12.7 Instruments/Avionic Systems 12.7.1 Instrument Systems (ATA 31) Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn coordinator; Compasses: direct reading, remote reading; Vibration indicating systems — HUMS; Glass cockpit; Other aircraft system indication.	1	2
12.7.2 Avionic Systems Fundamentals of system layouts and operation of: Auto Flight (ATA 22); Communications (ATA 23); Navigation Systems (ATA 34).	1	1
12.8 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation, AC power generation; Emergency power generation; Voltage regulation, Circuit protection. Power distribution; Inverters, transformers, rectifiers; External/Ground power.	1	3
12.9 Equipment and Furnishings (ATA 25) (a) Emergency equipment requirements; Seats, harnesses and belts; Lifting systems;	2	2
(b) Emergency flotation systems; Cabin lay-out, cargo retention; Equipment lay-out; Cabin Furnishing Installation.	1	1

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A3 A4	B1.3 B1.4
12.10 Fire Protection (ATA 26) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests.	1	3
12.11 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Dumping, venting and draining; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.	1	3
12.12 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical, pneumatic; Emergency pressure generation; Filters; Pressure Control; Power distribution; Indication and warning systems; Interface with other systems.	1	3
12.13 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; Anti-icing and De-icing systems: electrical, hot air and chemical; Rain repellent and removal; Probe and drain heating; Wiper system.	1	3
12.14 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, Tyres, brakes; Steering; Air-ground sensing; Skids, floats.	2	3
12.15 Lights (ATA 33) External: navigation, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	2	3
12.16 Pneumatic/Vacuum (ATA 36) System lay-out; Sources: engine/APU, compressors, reservoirs, ground supply; Pressure and vacuum pumps; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	1	3

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A3 A4	B1.3 B1.4
<p>12.17 Integrated Modular Avionics (ATA42)</p> <p>Functions that may be typically integrated in the Integrated Modular Avionic (IMA) modules are, among others: Bleed Management, Air Pressure Control, Air Ventilation and Control, Avionics and Cockpit Ventilation Control, Temperature Control, Air Traffic Communication, Avionics Communication Router, Electrical Load Management, Circuit Breaker Monitoring, Electrical System BITE, Fuel Management, Braking Control, Steering Control, Landing Gear Extension and Retraction, Tyre Pressure Indication, Oleo Pressure Indication, Brake Temperature Monitoring, etc. Core System; Network Components.</p>	1	2
<p>12.18 On Board Maintenance Systems (ATA45)</p> <p>Central maintenance computers; Data loading system; Electronic library system; Printing; Structure monitoring (damage tolerance monitoring).</p>	1	2
<p>12.19 Information Systems (ATA46)</p> <p>The units and components which furnish a means of storing, updating and retrieving digital information traditionally provided on paper, microfilm or microfiche. Includes units that are dedicated to the information storage and retrieval function such as the electronic library mass storage and controller. Does not include units or components installed for other uses and shared with other systems, such as flight deck printer or general use display.</p> <p>Typical examples include Air Traffic and Information Management Systems and Network Server Systems. Aircraft General Information System; Flight Deck Information System; Maintenance Information System; Passenger Cabin Information System; Miscellaneous Information System.</p>	1	2

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS
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MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2 B2L
13.1 Theory of Flight (a) <i>Aeroplane Aerodynamics and Flight Controls</i> Operation and effect of: – roll control: ailerons and spoilers; – pitch control: elevators, stabilators, variable incidence stabilisers and canards; and – yaw control: rudder limiters; Control using elevons, ruddervators; High lift devices: slots, slats, flaps; Drag inducing devices: spoilers, lift dumpers, speed brakes; and Operation and effect of trim tabs, servo tabs and control surface bias.	1
(b) <i>High Speed Flight</i> Speed of sound, subsonic flight, transonic flight, supersonic flight; Mach number, critical Mach number.	1
(c) <i>Rotary Wing Aerodynamics</i> Terminology; Operation and effect of cyclic, collective and anti-torque controls.	1
13.2 Structures — General Concepts Fundamentals of Structural Systems	1
Zonal and Station Identification Systems	2
Electrical bonding	2
Lightning strike protection provision.	2
13.3 Autoflight (ATA 22) (a) Fundamentals of automatic flight control including working principles and current terminology; Command signal processing; Modes of operation: roll, pitch and yaw channels; Yaw dampers; Stability Augmentation System in helicopters; Automatic trim control; Autopilot navigation aids interface;	3
(b) Autothrottle systems; Automatic landing systems: principles and categories, modes of operation, approach, glideslope, land, go-around, system monitors and failure conditions.	3
13.4 Communication/Navigation (ATA 23/34)	

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2 B2L
<p>(a)</p> <p>Fundamentals of radio wave propagation, antennas, transmission lines, communication, receiver and transmitter; Working principles of following systems:</p> <ul style="list-style-type: none"> — Very High Frequency (VHF) communication; — High Frequency (HF) communication; — Audio; — Emergency Locator Transmitters (ELTs); — Cockpit Voice Recorder (CVR); — Very High Frequency Omnidirectional Range (VOR); — Automatic Direction Finding (ADF); — Instrument Landing System (ILS); — Flight Director Systems (FDSs), Distance Measuring Equipment (DME); — Area navigation, RNAV systems; — Flight Management Systems (FMSs); — Global Positioning System (GPS), Global Navigation Satellite Systems (GNSSs); — Data Link. 	3
<p>(b)</p> <ul style="list-style-type: none"> — Air Traffic Control transponder, secondary surveillance radar; — Traffic Alert and Collision Avoidance System (TCAS); — Weather avoidance radar; — Radio altimeter; — Automatic Dependent Surveillance — Broadcast (ADS-B). 	3
<p>(c)</p> <ul style="list-style-type: none"> — Microwave Landing System (MLS); — Very Low Frequency and hyperbolic navigation (VLF/Omega); — Doppler navigation; — Inertial Navigation System (INS); — ARINC (Aircraft Radio Incorporated) communication and reporting. 	3
<p>13.5 <i>Electrical Power (ATA 24)</i></p> <p>Batteries installation and operation; Direct Current (DC) power generation; Alternating Current (AC) power generation; Emergency power generation; Voltage regulation; Power distribution; Inverters, transformers, rectifiers; Circuit protection; External/Ground power.</p>	3
<p>13.6 <i>Equipment and Furnishings (ATA 25)</i></p> <p>Electronic emergency equipment requirements; Cabin entertainment equipment.</p>	3
<p>13.7 <i>Flight Controls (ATA 27)</i></p> <p>(a)</p> <p>Primary controls: aileron, elevator, rudder, spoiler; Trim control; Active load control; High lift devices; Lift dump, speed brakes; System operation: manual, hydraulic, pneumatic;</p>	2

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2 B2L
Artificial feel, Yaw damper, Mach trim, rudder limiter, gust locks; Stall protection systems. <i>(b)</i> System operation: electrical, fly-by-wire.	3
13.8 <i>Instruments (ATA 31)</i> Classification; Atmosphere; Terminology; Pressure-measuring devices and systems; Pitot-static systems; Altimeters; Vertical-speed indicators; Airspeed indicators; Machmeters; Altitude-reporting/alerting systems; Air data computers; Instrument pneumatic systems; Direct-reading pressure and temperature gauges; Temperature-indicating systems; Fuel-quantity-indicating systems; Gyroscopic principles; Artificial horizons; Slip indicators; Directional gyros; Ground Proximity Warning Systems (GPWSs); Compass systems; Flight Data Recording Systems (FDRs); Electronic Flight Instrument Systems (EFISs); Instrument warning systems including master warning systems and centralised warning panels; Stall warning systems and angle of attack-indicating systems; Vibration measurement and indication; Glass cockpit.	3
13.9 <i>Lights (ATA 33)</i> External: navigation, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	3
13.10 <i>On Board Maintenance Systems (ATA 45)</i> Central maintenance computers; Data-loading system; Electronic-library system; Printing system; Structure-monitoring (damage tolerance monitoring).	3
13.11 <i>Air Conditioning and Cabin Pressurisation (ATA 21)</i> 13.11.1. <i>Air supply</i> Sources of air supply including engine bleed, APU and ground cart;	2
13.11.2. <i>Air Conditioning</i> Air-conditioning systems;	2
Air cycle and vapour cycle machines;	3
Distribution systems;	1

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2 B2L
Flow, temperature and humidity control system.	3
13.11.3. <i>Pressurisation</i> Pressurisation systems; Control and indication including control and safety valves; Cabin pressure controllers.	3
13.11.4. <i>Safety and warning devices</i> Protection and warning devices.	3
13.12 <i>Fire Protection (ATA 26)</i> (a) Fire and smoke detection and warning systems; Fire-extinguishing systems; System tests;	3
(b) Portable fire extinguisher.	1
13.13 <i>Fuel Systems (ATA 28)</i> System layout;	1
Fuel tanks;	1
Supply systems;	1
Dumping, venting and draining;	1
Cross feed and transfer;	2
Indications and warnings;	3
Refuelling and defuelling;	2
Longitudinal-balance fuel systems.	3
13.14 <i>Hydraulic Power (ATA 29)</i> System layout;	1
Hydraulic fluids;	1
Hydraulic reservoirs and accumulators;	1
Pressure generation: electrical, mechanical, pneumatic;	3
Emergency pressure generation;	3
Filters;	1
Pressure control;	3
Power distribution;	1
Indication and warning systems;	3
Interface with other systems.	3
13.15 <i>Ice and Rain Protection (ATA 30)</i> Ice formation, classification and detection;	2
Anti-icing systems: electrical, hot-air and chemical;	2
De-icing systems: electrical, hot-air, pneumatic, chemical;	3
Rain-repellent;	1
Probe and drain-heating;	3
Wiper systems.	1
13.16 <i>Landing Gear (ATA 32)</i> Construction, shock absorbing;	1
Extension and retraction systems: normal and emergency;	3
Indications and warnings;	3

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2 B2L
Wheels, brakes, antiskid and automatic braking systems;	3
Tyres;	1
Steering;	3
Air-ground sensing.	3
13.17 <i>Oxygen (ATA 35)</i>	
System layout: cockpit, cabin;	3
Sources, storage, charging and distribution;	3
Supply regulation;	3
Indications and warnings.	3
13.18 <i>Pneumatic/Vacuum (ATA 36)</i>	
System layout;	2
Sources: engine/APU, compressors, reservoirs, ground supply;	2
Pressure control;	3
Distribution;	1
Indications and warnings;	3
Interfaces with other systems.	3
13.19 <i>Water/Waste (ATA 38)</i>	2
Water system layout, supply, distribution, servicing and draining;	
Toilet system layout, flushing and servicing.	
13.20 <i>Integrated Modular Avionics (ATA 42)</i>	3
Core system;	
Network components.	
<i>Note: Functions that may be typically integrated into the IMA modules are among others:</i>	
– bleed management;	
– air pressure control;	
– air ventilation and control;	
– avionics and cockpit ventilation control, temperature control;	
– air traffic communication;	
– avionics communication router;	
– electrical load management;	
– circuit breaker monitoring;	
– electrical system Built-In Test Equipment (BITE);	
– fuel management;	
– braking control;	
– steering control;	
– landing gear extension and retraction;	
– tyre pressure indication;	
– oleo pressure indication;	
– brake temperature monitoring.	
13.21 <i>Cabin Systems (ATA 44)</i>	3
The units and components which furnish a means of entertaining the passengers and providing communication within the aircraft (Cabin Intercommunication Data System (CIDS)) and between the aircraft cabin and ground stations (Cabin Network Service (CNS)). They include voice, data, music and video transmissions.	
CIDS provides an interface between cockpit/cabin crew and cabin systems. These systems support data exchange between the different related Line Replaceable Units (LRUs) and they are typically operated via Flight Attendant Panels (FAPs).	

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2 B2L
<p>CNS typically consists of a server, interfacing with, among others, the following systems:</p> <ul style="list-style-type: none"> — Data/Radio Communication; — Cabin Core System (CCS); — In-flight Entertainment System (IFES); — External Communication System (ECS); — Cabin Mass Memory System (CMMS); — Cabin Monitoring System (CMS); — Miscellaneous Cabin Systems (MCSs). <p>CNS may host functions such as:</p> <ul style="list-style-type: none"> — access to pre-departure/departure reports; — e-mail/intranet/internet access; — passenger database. 	
<p>13.22 Information Systems (ATA 46)</p> <p>The units and components which furnish a means of storing, updating and retrieving digital information traditionally provided on paper, microfilm or microfiche. They include units that are dedicated to the information storage and retrieval function such as the electronic library mass storage and controller, but they do not include units or components installed for other uses and shared with other systems, such as flight deck printer or general-use display.</p> <p>Typical examples include:</p> <ul style="list-style-type: none"> — Air Traffic and Information Management systems and Network Server systems. — Aircraft general information system; — Flight deck information system; — Maintenance information system; — Passenger cabin information system; — Miscellaneous information systems. 	3

MODULE 14. PROPULSION

Regulation (EU) 2018/1142

MODULE 14. PROPULSION	LEVEL
	B2 B2L
14.1 Turbine Engines	
(a) Constructional arrangement and operation of turbojet, turbofan, turboshaft and turbopropeller engines;	1
(b) Electronic Engine control and fuel metering systems (FADEC).	2
14.2 Engine Indicating Systems	2
Exhaust gas temperature/Interstage turbine temperature systems;	
Engine speed;	
Engine Thrust Indication: Engine Pressure Ratio, engine turbine discharge pressure or jet pipe pressure systems;	
Oil pressure and temperature;	
Fuel pressure, temperature and flow;	
Manifold pressure;	
Engine torque;	
Propeller speed.	
14.3 Starting and Ignition Systems	2
Operation of engine start systems and components;	
Ignition systems and components;	
Maintenance safety requirements.	

MODULE 15. GAS TURBINE ENGINE

Regulation (EU) No 1321/2014

MODULE 15. GAS TURBINE ENGINE	LEVEL	
	A	B1
<p>15.1 Fundamentals Potential energy, kinetic energy, Newton's laws of motion, Brayton cycle; The relationship between force, work, power, energy, velocity, acceleration; Constructional arrangement and operation of turbojet, turbofan, turboshaft, turboprop.</p>	1	2
<p>15.2 Engine Performance Gross thrust, net thrust, choked nozzle thrust, thrust distribution, resultant thrust, thrust horsepower, equivalent shaft horsepower, specific fuel consumption; Engine efficiencies; By-pass ratio and engine pressure ratio; Pressure, temperature and velocity of the gas flow; Engine ratings, static thrust, influence of speed, altitude and hot climate, flat rating, limitations.</p>	—	2
<p>15.3 Inlet Compressor inlet ducts Effects of various inlet configurations; Ice protection.</p>	2	2
<p>15.4 Compressors Axial and centrifugal types; Constructional features and operating principles and applications; Fan balancing; Operation: Causes and effects of compressor stall and surge; Methods of air flow control: bleed valves, variable inlet guide vanes, variable stator vanes, rotating stator blades; Compressor ratio.</p>	1	2
<p>15.5 Combustion Section Constructional features and principles of operation.</p>	1	2
<p>15.6 Turbine Section Operation and characteristics of different turbine blade types; Blade to disk attachment; Nozzle guide vanes; Causes and effects of turbine blade stress and creep.</p>	2	2
<p>15.7 Exhaust Constructional features and principles of operation; Convergent, divergent and variable area nozzles; Engine noise reduction; Thrust reversers.</p>	1	2
<p>15.8 Bearings and Seals Constructional features and principles of operation.</p>	—	2
<p>15.9 Lubricants and Fuels Properties and specifications; Fuel additives; Safety precautions.</p>	1	2
<p>15.10 Lubrication Systems System operation/lay-out and components.</p>	1	2

MODULE 15. GAS TURBINE ENGINE	LEVEL	
	A	B1
15.11 Fuel Systems Operation of engine control and fuel metering systems including electronic engine control (FADEC); Systems lay-out and components.	1	2
15.12 Air Systems Operation of engine air distribution and anti-ice control systems, including internal cooling, sealing and external air services.	1	2
15.13 Starting and Ignition Systems Operation of engine start systems and components; Ignition systems and components; Maintenance safety requirements.	1	2
15.14 Engine Indication Systems Exhaust Gas Temperature/Interstage Turbine Temperature; Engine Thrust Indication: Engine Pressure Ratio, engine turbine discharge pressure or jet pipe pressure systems; Oil pressure and temperature; Fuel pressure and flow; Engine speed; Vibration measurement and indication; Torque; Power.	1	2
15.15 Power Augmentation Systems Operation and applications; Water injection, water methanol; Afterburner systems.	—	1
15.16 Turbo-prop Engines Gas coupled/free turbine and gear coupled turbines; Reduction gears; Integrated engine and propeller controls; Overspeed safety devices.	1	2
15.17 Turbo-shaft Engines Arrangements, drive systems, reduction gearing, couplings, control systems.	1	2
15.18 Auxiliary Power Units (APUs) Purpose, operation, protective systems.	1	2
15.19 Powerplant Installation Configuration of firewalls, cowlings, acoustic panels, engine mounts, anti-vibration mounts, hoses, pipes, feeders, connectors, wiring looms, control cables and rods, lifting points and drains.	1	2
15.20 Fire Protection Systems Operation of detection and extinguishing systems.	1	2
15.21 Engine Monitoring and Ground Operation Procedures for starting and ground run-up; Interpretation of engine power output and parameters; Trend (including oil analysis, vibration and boroscope) monitoring; Inspection of engine and components to criteria, tolerances and data specified by engine manufacturer; Compressor washing/cleaning; Foreign Object Damage.	1	3

MODULE 15. GAS TURBINE ENGINE	LEVEL	
	A	B1
<i>15.22 Engine Storage and Preservation</i> Preservation and depreservation for the engine and accessories/systems.	—	2

MODULE 16. PISTON ENGINE

Regulation (EU) No 1321/2014

MODULE 16. PISTON ENGINE	LEVEL		
	A	B1	B3
<p>16.1 Fundamentals</p> <p>Mechanical, thermal and volumetric efficiencies; Operating principles — 2 stroke, 4 stroke, Otto and Diesel; Piston displacement and compression ratio; Engine configuration and firing order.</p>	1	2	2
<p>16.2 Engine Performance</p> <p>Power calculation and measurement; Factors affecting engine power; Mixtures/leaning, pre-ignition.</p>	1	2	2
<p>16.3 Engine Construction</p> <p>Crank case, crank shaft, cam shafts, sumps; Accessory gearbox; Cylinder and piston assemblies; Connecting rods, inlet and exhaust manifolds; Valve mechanisms; Propeller reduction gearboxes.</p>	1	2	2
<p>16.4 Engine Fuel Systems</p> <p>16.4.1 Carburettors</p> <p>Types, construction and principles of operation; Icing and heating.</p>	1	2	2
<p>16.4.2 Fuel injection systems</p> <p>Types, construction and principles of operation.</p>	1	2	2
<p>16.4.3 Electronic engine control</p> <p>Operation of engine control and fuel metering systems including electronic engine control (FADEC); Systems lay-out and components.</p>	1	2	2
<p>16.5 Starting and Ignition Systems</p> <p>Starting systems, pre-heat systems; Magneto types, construction and principles of operation; Ignition harnesses, spark plugs; Low and high tension systems.</p>	1	2	2
<p>16.6 Induction, Exhaust and Cooling Systems</p> <p>Construction and operation of: induction systems including alternate air systems; Exhaust systems, engine cooling systems — air and liquid.</p>	1	2	2
<p>16.7 Supercharging/Turbocharging</p> <p>Principles and purpose of supercharging and its effects on engine parameters; Construction and operation of supercharging/turbocharging systems; System terminology; Control systems; System protection.</p>	1	2	2
<p>16.8 Lubricants and Fuels</p> <p>Properties and specifications; Fuel additives; Safety precautions.</p>	1	2	2

MODULE 16. PISTON ENGINE	LEVEL		
	A	B1	B3
16.9 Lubrication Systems System operation/lay-out and components.	1	2	2
16.10 Engine Indication Systems Engine speed; Cylinder head temperature; Coolant temperature; Oil pressure and temperature; Exhaust Gas Temperature; Fuel pressure and flow; Manifold pressure.	1	2	2
16.11 Powerplant Installation Configuration of firewalls, cowlings, acoustic panels, engine mounts, anti-vibration mounts, hoses, pipes, feeders, connectors, wiring looms, control cables and rods, lifting points and drains.	1	2	2
16.12 Engine Monitoring and Ground Operation Procedures for starting and ground run-up; Interpretation of engine power output and parameters; Inspection of engine and components: criteria, tolerances, and data specified by engine manufacturer.	1	3	2
16.13 Engine Storage and Preservation Preservation and depreservation for the engine and accessories/systems.	—	2	1

MODULE 17A. PROPELLER

Regulation (EU) No 1321/2014

Note: This module does not apply to category B3. Relevant subject matters for category B3 are defined in module 17B.

MODULE 17A. PROPELLER	LEVEL	
	A	B1
17.1 Fundamentals Blade element theory; High/low blade angle, reverse angle, angle of attack, rotational speed; Propeller slip; Aerodynamic, centrifugal, and thrust forces; Torque; Relative airflow on blade angle of attack; Vibration and resonance.	1	2
17.2 Propeller Construction Construction methods and materials used in wooden, composite and metal propellers; Blade station, blade face, blade shank, blade back and hub assembly; Fixed pitch, controllable pitch, constant speed propeller; Propeller/spinner installation.	1	2
17.3 Propeller Pitch Control Speed control and pitch change methods, mechanical and electrical/electronic; Feathering and reverse pitch; Overspeed protection.	1	2
17.4 Propeller Synchronising Synchronising and synchrophasing equipment.	—	2
17.5 Propeller Ice Protection Fluid and electrical de-icing equipment.	1	2
17.6 Propeller Maintenance Static and dynamic balancing; Blade tracking; Assessment of blade damage, erosion, corrosion, impact damage, delamination; Propeller treatment/repair schemes; Propeller engine running.	1	3
17.7 Propeller Storage and Preservation Propeller preservation and depreservation.	1	2

MODULE 17B. PROPELLER
Regulation (EU) No 1321/2014

Note: The scope of this Module shall reflect the propeller technology of aeroplanes pertinent to the B3 category.

MODULE 17B. PROPELLER	LEVEL
	B3
17.1 Fundamentals Blade element theory; High/low blade angle, reverse angle, angle of attack, rotational speed; Propeller slip; Aerodynamic, centrifugal, and thrust forces; Torque; Relative airflow on blade angle of attack; Vibration and resonance.	2
17.2 Propeller Construction Construction methods and material used in wooden, composite and metal propellers; Blade station, blade face, blade shank, blade back and hub assembly; Fixed pitch, controllable pitch, constant speeding propeller; Propeller/spinner installation.	2
17.3 Propeller Pitch Control Speed control and pitch change methods, mechanical and electrical/electronic; Feathering and reverse pitch; Overspeed protection.	2
17.4 Propeller Synchronising Synchronising and synchrophasing equipment.	2
17.5 Propeller Ice Protection Fluid and electrical de-icing equipment.	2
17.6 Propeller Maintenance Static and dynamic balancing; Blade tracking; Assessment of blade damage, erosion, corrosion, impact damage, delamination; Propeller treatment/repair schemes; Propeller engine running.	2
17.7 Propeller Storage and Preservation Propeller preservation and depreservation.	2

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

1. General

Regulation (EU) No 1321/2014

- 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*Regulation (EU) 2018/1142***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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 and B2L: 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 multiple-choice and 0 essay questions. Time allowed: 225 minutes. Questions and time allowed may be split into two examinations, as appropriate.

Category B2L:

System rating	Number of multiple-choice questions	Time allowed (minutes)
Basic requirements (Submodules 13.1, 13.2, 13.5 and 13.9)	28	35
COM/NAV (Submodule 13.4(a))	24	30
INSTRUMENTS (Submodule 13.8)	20	25
AUTOFLIGHT (Submodules 13.3(a) and 13.7)	28	35
SURVEILLANCE (Submodule 13.4(b))	8	10
AIRFRAME SYSTEMS (Submodules 13.11 to 13.18)	32	40

2.14. MODULE 14 — PROPULSION

Category B2 and B2L: 24 multiple-choice and 0 essay questions. Time allowed 30 minutes.

NOTE: The B2L examination for module 14 is only applicable to the ‘Instruments’ and ‘Airframe Systems’ ratings.

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

Regulation (EU) 2018/1142

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, except as permitted by the differences training provided for in point (c), with the standard set out in [point 3.1 of this Appendix](#) and, if available, the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.
 - (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, except as permitted by the differences training described in point (c), with the standard set out in [point 3.2 of this Appendix](#) and, if available, the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012.
 - (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

Regulation (EU) No 1321/2014

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

Regulation (EU) No 1321/2014

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

Regulation (EU) 2018/1142

- (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
Aeroplanes with a maximum take-off mass above 30000 kg:	
B1.1	150
B1.2	120
B2	100
C	30
Aeroplanes with a maximum take-off mass equal or less than 30000 kg and above 5700 kg:	
B1.1	120
B1.2	100
B2	100
C	25
Aeroplanes with a maximum take-off mass of 5700 kg and below ¹	
B1.1	80
B1.2	60
B2	60
C	15
Helicopters ²	
B1.3	120
B1.4	100
B2	100
C	25

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

¹ For non-pressurised piston engine aeroplanes below 2 000 kg MTOM, the minimum duration can be reduced by 50 %.

² For helicopters in Group 2 (as defined in point [66.A.5](#)), the minimum duration can be reduced by 30 %.

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.

Chapters	Level	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics B2
		B1	C	B1	C	B1	C	B1	C	
<i>Introduction module:</i>										
05 Time limits/maintenance checks		1	1	1	1	1	1	1	1	1
06 Dimensions/Areas (MTOM, etc.)		1	1	1	1	1	1	1	1	1
07 Lifting and Shoring		1	1	1	1	1	1	1	1	1
08 Levelling and weighing		1	1	1	1	1	1	1	1	1
09 Towing and taxiing		1	1	1	1	1	1	1	1	1
10 Parking/mooring, Storing and Return to Service		1	1	1	1	1	1	1	1	1
11 Placards and Markings		1	1	1	1	1	1	1	1	1
12 Servicing		1	1	1	1	1	1	1	1	1
20 Standard practices — only type particular		1	1	1	1	1	1	1	1	1
<i>Helicopters</i>										
18 Vibration and Noise Analysis (Blade tracking)		—	—	—	—	3	1	3	1	—
60 Standard Practices Rotor		—	—	—	—	3	1	3	1	—
62 Rotors		—	—	—	—	3	1	3	1	1
62A Rotors — Monitoring and indicating		—	—	—	—	3	1	3	1	3
63 Rotor Drives		—	—	—	—	3	1	3	1	1
63A Rotor Drives — Monitoring and indicating		—	—	—	—	3	1	3	1	3
64 Tail Rotor		—	—	—	—	3	1	3	1	1

Chapters	Level	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
		B1	C	B1	C	B1	C	B1	C	
Licence category		B1	C	B1	C	B1	C	B1	C	B2
64A Tail rotor — Monitoring and indicating		—	—	—	—	3	1	3	1	3
65 Tail Rotor Drive		—	—	—	—	3	1	3	1	1
65A Tail Rotor Drive — Monitoring and indicating		—	—	—	—	3	1	3	1	3
66 Folding Blades/Pylon		—	—	—	—	3	1	3	1	—
67 Rotors Flight Control		—	—	—	—	3	1	3	1	—
53 Airframe Structure (Helicopter)		—	—	—	—	3	1	3	1	—
25 Emergency Flotation Equipment		—	—	—	—	3	1	3	1	1
<i>Airframe structures</i>										
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.		1	1	1	1	1	1	1	1	1
<i>Airframe systems:</i>										
21 Air Conditioning		3	1	3	1	3	1	3	1	3
21A Air Supply		3	1	3	1	3	1	3	1	2
21B Pressurisation		3	1	3	1	3	1	3	1	3
21C Safety and Warning Devices		3	1	3	1	3	1	3	1	3
22 Autoflight		2	1	2	1	2	1	2	1	3
23 Communications		2	1	2	1	2	1	2	1	3
24 Electrical Power		3	1	3	1	3	1	3	1	3
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

Chapters	Level	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
		B1	C	B1	C	B1	C	B1	C	
Licence category		B1	C	B1	C	B1	C	B1	C	B2
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	3	1	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
50 Cargo and Accessory Compartments		3	1	3	1	3	1	3	1	1
<i>Turbine Engine</i>										
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

Chapters	Level	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
		B1	C	B1	C	B1	C	B1	C	
Licence category		B1	C	B1	C	B1	C	B1	C	B2
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
<i>Piston Engine</i>										
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/Turbochargin, 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
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
<i>Propellers</i>										
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	—	—	—	—	—

Chapters	Level	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
		B1	C	B1	C	B1	C	B1	C	
Licence category		B1	C	B1	C	B1	C	B1	C	B2
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

Regulation (EU) No 1321/2014

- (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	—	—	—	—	—	—	—	—	—	—

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
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	—	—	—
<i>Helicopters:</i>											
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	—	X
63 Rotor Drives	X/—	X	—	—	—	X	—	—	—	—	—
63A Rotor Drives — Monitoring and indicating	X/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	—	X
65 Tail Rotor Drive	X/—	X	—	—	—	X	—	—	—	—	—
65A Tail Rotor Drive — Monitoring and indicating	X/X	X	—	X	X	X	—	—	X	—	X
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											

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
25 Emergency Flotation Equipment	X/X	X	X	X	X	X	X	X	—	—	—
<i>Airframe structures:</i>											
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	—	—	—
<i>Airframe systems:</i>											
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
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

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
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	—	—	—	—	—	—	—	—
<i>Turbine/Piston Engine Module:</i>											
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	—	—	—	—	—	—	—	—	—	—

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
<i>Turbine engines:</i>											
70B Engine Performance	—	—	—	—	—	X	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—
<i>Auxiliary Power Units (APUs):</i>											
49 Auxiliary Power Units (APUs)	X/—	X	X	—	—	X	—	—	—	—	—
<i>Piston Engines:</i>											
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	—	—	—	—	—	—	—	—	—

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
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	—	—	—	—	—
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	—	—	—	—	—	—	—	—	—
<i>Propellers:</i>											
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

Regulation (EU) No 1321/2014

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 chapter¹ 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.

4.2. Practical element assessment standard

Regulation (EU) No 1321/2014

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 (Appendix III to Part-66)

Regulation (EU) No 1321/2014

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.

¹ 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).

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- (d) Examinations shall be on a sample of chapters¹ drawn from point 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.

¹ 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

Regulation (EU) No 1321/2014

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.

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

ED Decision 2015/029/R

Aircraft Type Training and On-the-Job Training

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

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

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

ED Decision 2015/029/R

Aircraft Type Training

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

Therefore it should be based on the following elements:

- Type design including relevant type design variants, new technology and techniques;
- Feedback from in-service difficulties, occurrence reporting, etc;
- Significant applicable airworthiness directives and service bulletins;

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

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

4. Limited avionic system training should be included in the category B1 type training as the B1 privileges include work on avionics systems requiring simple tests to prove their serviceability.
5. Electrical systems should be included in both categories of B1 and B2 type training.
6. The theoretical and practical training should be complementary and may be:
 - Integrated or split
 - Supported by the use of training aids, such as trainers, virtual aircraft, aircraft components, synthetic training devices (STD), computer based training devices (CBT), etc.

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

ED Decision 2015/029/R

Practical Element of the Aircraft Type Training

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

Nevertheless, for aeroplanes with a MTOM equal or above 30000kg, the duration for the practical element of a type rating training course should not be less than two weeks unless a

shorter duration meeting the objectives of the training and taking into account pedagogical aspects (maximum duration per day) is justified to the competent authority.

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

Further guidance about the assessment and the designated assessors is provided in [Appendix III to AMC to Part-66](#).

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

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

ED Decision 2015/029/R

Differences Training

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

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

AMC to point 3.1(d) of Appendix III to Part-66 ‘Aircraft Type Training and Examination Standard. On-the-Job Training’

ED Decision 2016/011/R

Training Needs Analysis for the Theoretical Element of the Aircraft Type Training

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

In the particular case of type training courses approved on the basis of the requirements valid before Regulation (EU) No 1149/2011 was applicable (1 August 2012) and having a duration for the theoretical element equal to or above the minimum duration contained in [paragraph 3.1\(c\) of Appendix III to Part-66](#), it is acceptable that the TNA only covers the differences introduced

by Regulation (EU) No 1149/2011 in paragraph 3.1(e) 'Content' and the criteria introduced in paragraph 3.1(d) 'Justification of course duration' related to the minimum attendance and the maximum number of training hours per day. This TNA may result in a change in the duration of the theoretical element.

3. The content and the duration deriving from this TNA may be supported by an analysis from the Type Certificate holder.
4. In order to approve a reduction of such minimum duration, the evaluation done by the competent authority should be performed on a case-by-case basis appropriate to the aircraft type. For example, while it would be exceptional for a theoretical course for a transport category complex motor-powered aircraft such as an A330 or B757 to be below the minimum duration shown, it would not necessarily be exceptional in the case of a General Aviation (GA) business aircraft such as a Learjet 45 or similar. Typically the TNA for a GA aircraft course would demonstrate that a course of a shorter duration satisfies the requirements.
5. When developing the TNA the following should be considered:
 - (a) The TNA should include an analysis identifying all the areas and elements where there is a need for training as well as the associated learning objectives, considering the design philosophy of the aircraft type, the operational environment, the type of operations and the operational experience. This analysis should be written in a manner which provides a reasonable understanding of which areas and elements constitute the course in order to meet the learning objectives.
 - (b) As a minimum, the Training Need Analysis (TNA) should take into account all the applicable elements contained in [paragraph 3.1 of Part-66 Appendix III](#) and associated AMCs.
 - (c) The TNA should set-up the course content considering the Appendix III objectives for each level of training and the prescribed topics in the theoretical element table contained in [paragraph 3.1 of Part-66 Appendix III](#).
 - (d) For each chapter described in the theoretical element table contained in [paragraph 3.1 of Part-66 Appendix III](#), the corresponding training time should be recorded.
 - (e) Typical documents to be used in order to identify the areas and elements where there is a need for training typically include, among others, the Aircraft Maintenance Manual, MRB report, CMRs, airworthiness limitations, Troubleshooting Manual, Structural Repair Manual, Illustrated Parts Catalogue, Airworthiness Directives and Service Bulletins.
 - (f) During the analysis of these documents:
 - Consideration should be given to the following typical activities:
 - Activation/reactivation;
 - Removal/Installation;
 - Testing;
 - Servicing;
 - Inspection, check and repairs;
 - Troubleshooting / diagnosis.
 - For the purpose of identifying the specific elements constituting the training course, it is acceptable to use a filtering method based on criteria such as:

- Frequency of the task;
 - Human factor issues associated to the task;
 - Difficulty of the task;
 - Criticality and safety impact of the task;
 - In-service experience;
 - Novel or unusual design features (not covered by [Part-66 Appendix I](#));
 - Similarities with other aircraft types;
 - Special tests and tools/equipment.
 - It is acceptable to follow an approach based on:
 - Tasks or groups of tasks, or
 - Systems or subsystems or components
- (g) The TNA should:
- Identify the learning objectives for each task, group of tasks, system, subsystem or component;
 - Associate the identified tasks to be trained to the regulatory requirements (table in [Paragraph 3.1 of Appendix III to Part-66](#));
 - Organise the training into modules in a logical sequence (adequate combination of chapters as defined in [Appendix III of Part-66](#));
 - Determine the sequence of learning (within a lesson and for the whole syllabus);
 - Identify the scope of information and level of detail with regard the minimum standard to which the topics of the TNA should be taught according to the set-up objectives.
 - Address the following:
 - Description of each system/component including the structure (where applicable);
 - System/component operation taking into account:
 - (a) Complexity of the system (e.g. the need of further break down into subsystems, etc.);
 - (b) Design specifics which may require more detailed presentation or may contribute to maintenance errors;
 - (c) Normal and emergency functioning;
 - (d) Troubleshooting;
 - (e) Interpretation of indications and malfunctions;
 - (f) Use of maintenance publications;
 - (g) Identification of special tools and equipment required for servicing and maintaining the aircraft;
 - (h) Maintenance Practices;

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

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

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

ED Decision 2015/029/R

Type Examination Standard

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

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

ED Decision 2020/002/R

On-the-Job Training (OJT)

1. 'A maintenance organisation appropriately approved for the maintenance of the particular aircraft type' means a [Part-145](#), [M.A. Subpart F](#) or Part-CAO approved maintenance organisation holding an A rating for such aircraft.
2. The OJT should include one to one supervision and should involve actual work task performance on aircraft/components, covering line and/or base maintenance tasks.
3. The use of simulators for OJT should not be allowed.
4. The OJT should cover at least 50% of the tasks contained in Appendix II to AMC to Part-66. Some tasks should be selected from each paragraph of the Appendix II list. Tasks should be selected among those applicable to the type of aircraft and licence (sub)category applied for. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. Typically, in addition to the variety and the complexity, the OJT tasks should be selected because of their frequency, safety, novelty, etc.
5. Up to 50% of the required OJT may be undertaken before the aircraft theoretical type training starts.
6. The organisation providing the on-the-job training should provide trainees a schedule or plan indicating the list of tasks to be performed under supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks is countersigned by the corresponding supervisor. The logbook format and its use should be clearly defined.
7. Regarding the day-to-day supervision of the OJT programme in the approved maintenance organisation and the role of the supervisor(s), the following should be considered:
 - It is sufficient that the completion of individual OJT tasks is confirmed by the direct supervisor(s), without being necessary the direct evaluation of the assessor.
 - During the day-to-day OJT performance, the supervision aims at overseeing the complete process, including task completion, use of manuals and procedures, observance of safety measures, warnings and recommendations and adequate behaviour in the maintenance environment.
 - The supervisor(s) should personally observe the work being performed to ensure the safe completeness and should be readily available for consultation, if needed during the OJT performance.

- The supervisor(s) should countersign the tasks and release the maintenance tasks as the trainee is still not qualified to do so.
 - The supervisor(s) should therefore:
 - have certifying staff or support staff privileges relevant to the OJT tasks;
 - be competent for the selected tasks;
 - be safety-orientated;
 - be capable to coach (setting objectives, giving training, performing supervision, evaluating, handling trainee’s reactions and cultural issues, managing objectively and positively debriefing sessions, determining the need for extra training or reorientate the training, reporting, etc.);
 - be designated by the approved maintenance organisation to carry out the supervision.
8. Regarding the assessor, the following should be considered:
- The function of the assessor, as described in [Section 6 of Appendix III to Part-66](#), is to conduct the final assessment of the completed OJT. This assessment should include confirmation of the completion of the required diversity and quantity of OJT and should be based on the supervisor(s) reports and feedback.
 - In [Section 6 of Appendix III to Part-66](#), the term ‘designated assessor appropriately qualified’ means that the assessor should demonstrate training and experience on the assessment process being undertaken and should be authorised to do so by the organisation. Further guidance about the assessment and the designated assessors is provided in [Appendix III to AMC to Part-66](#).
9. The procedures for OJT of a Part-145 organisation should be included into the Exposition Manual of the approved maintenance organisation (chapter 3.15, as indicated in [AMC 145.A.70\(a\)](#)).

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

Appendix IV — Experience requirements for extending a Part-66 aircraft maintenance licence

Regulation (EU) 2018/1142

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 in 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.

To From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B2L	B3
A1	—	6 months	6 months	6 months	2 years	6 months	2 years	1 year	2 years	1 year	6 months
A2	6 months	—	6 months	6 months	2 years	6 months	2 years	1 year	2 years	1 year	6 months
A3	6 months	6 months	—	6 months	2 years	1 year	2 years	6 months	2 years	1 year	1 year
A4	6 months	6 months	6 months	—	2 years	1 year	2 years	6 months	2 years	1 year	1 year
B1.1	None	6 months	6 months	6 months	—	6 months	6 months	6 months	1 year	1 year	6 months
B1.2	6 months	None	6 months	6 months	2 years	—	2 years	6 months	2 years	1 year	None
B1.3	6 months	6 months	None	6 months	6 months	6 months	—	6 months	1 year	1 year	6 months
B1.4	6 months	6 months	6 months	None	2 years	6 months	2 years	—	2 years	1 year	6 months
B2	6 months	6 months	6 months	6 months	1 year	1 year	1 year	1 year	—	—	1 year
B2L	6 months	6 months	6 months	6 months	1 year	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	1 year	—

Appendix V — Application Form — EASA Form 19

Regulation (EU) 2021/700

1. This Appendix contains an example of the form used for applying for the aircraft maintenance licence referred to in [Annex III \(Part-66\)](#).
2. The competent authority of the Member State may modify the EASA Form 19 only to include additional information necessary to support the case where the national requirements permit or require the aircraft maintenance licence issued in accordance with Annex III (Part-66) to be used outside the requirements of this Regulation.

APPLICATION FOR INITIAL/AMENDMENT/RENEWAL OF PART-66 AIRCRAFT MAINTENANCE LICENCE (AML)	EASA FORM 19																																																																																																																																																																
APPLICANT'S DETAILS: Name: Address: Tel: E-mail: Nationality: Date and Place of Birth:																																																																																																																																																																	
PART-66 AML DETAILS (if applicable): Licence No: Date of Issue:																																																																																																																																																																	
EMPLOYER'S DETAILS: Name: Address: Maintenance Organisation Approval Reference: Tel: Fax:																																																																																																																																																																	
APPLICATION FOR: (Tick relevant boxes) Initial AML <input type="checkbox"/> Amendment of AML <input type="checkbox"/> Renewal of AML <input type="checkbox"/> <table border="0"> <thead> <tr> <th>(Sub)categories</th> <th>A</th> <th>B1</th> <th>B2</th> <th>B2L</th> <th>B3</th> <th>C</th> <th>L (see below)</th> </tr> </thead> <tbody> <tr> <td>Aeroplane Turbine</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Aeroplane Piston</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter Turbine</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter Piston</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Avionics</td> <td></td> <td></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td colspan="3">See system ratings below</td> </tr> <tr> <td>Piston engine non-pressurised aeroplanes of MTOM of 2t and below</td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> <td></td> </tr> <tr> <td>Complex motor-powered aircraft</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Aircraft other than complex motor-powered aircraft</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td colspan="8">System ratings for B2L licence:</td> </tr> <tr> <td>1. autoflight</td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2. instruments</td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. com/nav</td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4. surveillance</td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5. airframe systems</td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="8">L-licence subcategories:</td> </tr> <tr> <td>L1C: Composite sailplanes</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> </tr> <tr> <td>L1: Sailplanes</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> </tr> <tr> <td>L2C: Composite powered sailplanes and composite ELA1 aeroplanes</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> </tr> <tr> <td>L2: Powered sailplanes and ELA1 aeroplanes</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>		(Sub)categories	A	B1	B2	B2L	B3	C	L (see below)	Aeroplane Turbine	<input type="checkbox"/>	<input type="checkbox"/>						Aeroplane Piston	<input type="checkbox"/>	<input type="checkbox"/>						Helicopter Turbine	<input type="checkbox"/>	<input type="checkbox"/>						Helicopter Piston	<input type="checkbox"/>	<input type="checkbox"/>						Avionics			<input type="checkbox"/>	<input type="checkbox"/>	See system ratings below			Piston engine non-pressurised aeroplanes of MTOM of 2t and below					<input type="checkbox"/>			Complex motor-powered aircraft						<input type="checkbox"/>		Aircraft other than complex motor-powered aircraft						<input type="checkbox"/>		System ratings for B2L licence:								1. autoflight				<input type="checkbox"/>				2. instruments				<input type="checkbox"/>				3. com/nav				<input type="checkbox"/>				4. surveillance				<input type="checkbox"/>				5. airframe systems				<input type="checkbox"/>				L-licence subcategories:								L1C: Composite sailplanes							<input type="checkbox"/>	L1: Sailplanes							<input type="checkbox"/>	L2C: Composite powered sailplanes and composite ELA1 aeroplanes							<input type="checkbox"/>	L2: Powered sailplanes and ELA1 aeroplanes							<input type="checkbox"/>
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L3H: Hot-air balloons	<input type="checkbox"/>
L3G: Gas balloons	<input type="checkbox"/>
L4H: Gas balloons	<input type="checkbox"/>
L4H: Hot-air airships	<input type="checkbox"/>
L4G: ELA2 gas airships	<input type="checkbox"/>
L5: Gas airship other than ELA2	<input type="checkbox"/>
Type endorsements/Rating endorsement/Limitation removal (if applicable):	

I wish to apply for initial/amendment of/renewal of Part-66 AML, as indicated, and confirm that the information contained in this form was correct at the time of application.

I herewith confirm that:

1. I am not holding any Part-66 AML issued in another Member State;
2. I have not applied for any Part-66 AML in another Member State; and
3. I never had a Part-66 AML issued in another Member State which was revoked or suspended in any other Member State.

I also understand that any incorrect information could disqualify me from holding a Part-66 AML.

Signed: Name:

Date:

I wish to claim the following credits (if applicable):
.....
.....
.....

Experience credits for Part-147 training
.....
.....

Examination credits for equivalent exam certificates
.....
.....

Please enclose all relevant certificates

Recommendation (if applicable): It is hereby certified that the applicant has met the relevant Part-66 maintenance knowledge and experience requirements and it is recommended that the competent authority grants or endorses the Part-66 AML.

Signed: Name:

Position: Date:

Appendix VI — Aircraft Maintenance Licence referred to in Annex III (Part-66) — EASA Form 26

Regulation (EU) 2018/1142

1. An example of the aircraft maintenance licence referred to in [Annex III \(Part-66\)](#) can be found on the following pages.
2. The document shall be printed in the standardised form shown but may be reduced in size to allow it being generated by computer. When the size is reduced, care shall be taken to ensure that sufficient space is available in those places where official seals or stamps are required. Computer-generated documents need not have all the boxes incorporated when any such box remains blank, so long as the document can clearly be recognised as an aircraft maintenance licence issued in accordance with Annex III (Part-66).
3. The document may be filled in either in English or the official language of the Member State of the competent authority. In the latter case, a second copy in English shall be attached to the document for any licence holder who needs to use the licence outside that Member State to ensure understanding for the purpose of mutual recognition.
4. Each licence holder shall have a unique licence holder number, established on the basis of a national identifier and an alpha-numeric designator.
5. The document may have the pages in a different order to the one of this example and needs not have some or any divider lines as long as the information contained is positioned in such a manner that each page lay-out can clearly be identified with the format of the example of the aircraft maintenance licence contained herein.
6. The document shall be prepared by the competent authority. However, it may also be prepared by any maintenance organisation approved in accordance with [Annex II \(Part-145\)](#), where the competent authority agrees to this and the preparation takes place in accordance with a procedure laid down in the maintenance organisation exposition referred to in point [145.A.70](#) of Annex II (Part-145). In all cases, the competent authority shall issue the document.
7. The preparation of any change to an existing aircraft maintenance licence shall be carried out by the competent authority. However, it may also be prepared by any maintenance organisation approved in accordance with [Annex II \(Part-145\)](#), where the competent authority agrees to this and the preparation takes place in accordance with a procedure laid down in the maintenance organisation exposition referred to in point [145.A.70](#) of Annex II (Part-145). In all cases, the competent authority shall change the document.
8. The holder of the aircraft maintenance licence shall keep it in good condition and shall ensure that no unauthorised entries are made. Failure to comply with this rule may invalidate the license or lead to the holder not being permitted to hold any certification privilege. It may also result in prosecution under national law.
9. The aircraft maintenance licence issued in accordance with Annex III (Part-66) shall be recognised in all Member States and it is not required to exchange the document when working in another Member State.
10. The Annex to [EASA Form 26](#) is optional and may only be used to include national privileges, where such privileges are covered by national law outside the scope of Annex III (Part-66).
11. With regard to the aircraft type rating page of the aircraft maintenance licence, the competent authority may decide not to issue this page until the first aircraft type rating needs to be endorsed and may need to issue more than one aircraft type rating page depending on the number of type ratings to be listed.

12. Notwithstanding point 11, each page issued shall be in the format of this example and contain the specified information for that page.
13. The aircraft maintenance licence shall clearly indicate that the limitations are exclusions from the certification privileges. If there are no limitations applicable, the LIMITATIONS page shall state 'No limitations'.
14. Where a pre-printer format is used for issuing the aircraft maintenance licence, any category, subcategory or type rating box which does not contain a rating entry shall be marked to show that the rating is not held.

I.
EUROPEAN UNION (*)
[STATE]
[AUTHORITY NAME & LOGO]

II.
Part-66
AIRCRAFT MAINTENANCE
LICENCE

III.
Licence No. [MEMBER STATE
CODE].66.[XXXX]

EASA FORM 26 Issue 5

IVa. Full name of holder:

IVb. Date and place of birth:

V. Address of holder:

VI. Nationality of holder:

VII. Signature of holder:

III. Licence No:

VIII. CONDITIONS:

This licence shall be signed by the holder and be accompanied by an identity document containing a photograph of the licence holder.

Endorsement of any categories on the page(s) entitled 'Part-66 CATEGORIES' only, does not permit the holder to issue a certificate of release to service for an aircraft.

This licence, when endorsed with an aircraft rating, meets the intent of ICAO Annex 1.

The privileges of this licence holder are prescribed by Regulation (EU) No 1321/2014 and, in particular, Annex III (Part-66) thereto.

This licence remains valid until the date specified on the limitation page unless previously suspended or revoked.

The privileges of this licence may not be exercised unless in the preceding two-year period, the holder had either six months of maintenance experience in accordance with the privileges granted by the licence, or met the provisions for the issue of the appropriate privileges.

III. Licence No:

IX. Part-66 CATEGORIES

VALIDITY	A	B1	B2	B2L	B3	L	C
Aeroplanes Turbine			n/a		n/a	n/a	n/a
Aeroplanes Piston			n/a		n/a	n/a	n/a
Helicopters Turbine			n/a		n/a	n/a	n/a
Helicopters Piston			n/a		n/a	n/a	n/a
Avionics	n/a	n/a			n/a	n/a	n/a
Complex motor-powered aircraft	n/a	n/a	n/a		n/a	n/a	
Aircraft other than complex motor-powered aircraft	n/a	n/a	n/a		n/a	n/a	
Sailplanes, powered sailplanes, ELA1 aeroplanes, balloons and airships	n/a	n/a	n/a		n/a		n/a
Piston engine non pressurised aeroplanes of 2 000 kg MTOM and below	n/a	n/a	n/a		n/a	n/a	

X. Signature of issuing officer & date:

XI. Seal or stamp of issuing authority:

III. Licence No:

XII. PART-66 RATINGS		
Aircraft Rating/ System ratings	Category/Subcategory	Stamp & Date
III. Licence No:		

XIII. PART-66 LIMITATIONS
Valid until:
III. Licence No:

Annex to EASA FORM 26
XIV. NATIONAL PRIVILEGES outside the scope of Part-66, in accordance with [National Legislation] (Valid only in [Member State])
Official Stamp & Date
III. Licence No:

<p>INTENTIONALLY LEFT BLANK</p>

EASA Form 26 Issue 5

Appendix VII — Basic knowledge requirements for category L aircraft maintenance licence

Regulation (EU) 2018/1142

The definitions of the different levels of knowledge required in this Appendix are the same as those contained in [point 1](#) of Appendix I to Annex III (Part-66).

Subcategories	Modules required for each subcategory (refer to the syllabus table below)
L1C: composite sailplanes	1L, 2L, 3L, 5L, 7L and 12L
L1: sailplanes	1L, 2L, 3L, 4L, 5L, 6L, 7L and 12L
L2C: composite powered sailplanes and composite ELA1 aeroplanes	1L, 2L, 3L, 5L, 7L, 8L and 12L
L2: powered sailplanes and ELA1 aeroplanes	1L, 2L, 3L, 4L, 5L, 6L, 7L, 8L and 12L
L3H: hot-air balloons	1L, 2L, 3L, 9L and 12L
L3G: gas balloons	1L, 2L, 3L, 10L and 12L
L4H: hot-air airships	1L, 2L, 3L, 8L, 9L, 11L and 12L
L4G: ELA2 gas airships	1L, 2L, 3L, 8L, 10L, 11L and 12L
L5: gas airships above ELA2	Basic knowledge requirements for any B1 subcategory plus 8L (for B1.1 and B1.3), 10L, 11L and 12L

TABLE OF CONTENTS:

Module Designation	
1L	'Basic knowledge'
2L	'Human factors'
3L	'Aviation legislation'
4L	'Airframe wooden/metal tube and fabric'
5L	'Airframe composite'
6L	'Airframe metal'
7L	'Airframe general'
8L	'Power plant'
9L	'Balloon/Airship hot air'
10L	'Balloon/Airship gas (free/tethered)'
11L	'Airships hot air/gas'
12L	'Radio Com/ELT/Transponder/Instruments'

MODULE 1L — BASIC KNOWLEDGE

MODULE 1L — BASIC KNOWLEDGE	Level
<p>1L.1 Mathematics</p> <p>Arithmetic</p> <ul style="list-style-type: none"> — Arithmetical terms and signs; — Methods of multiplication and division; — Fractions and decimals; — Factors and multiples; — Weights, measures and conversion factors; — Ratio and proportion; — Averages and percentages; — Areas and volumes, squares, cubes. <p>Algebra</p> <ul style="list-style-type: none"> — Evaluating simple algebraic expressions: addition, subtraction, multiplication and division; — Use of brackets; — Simple algebraic fractions. <p>Geometry</p> <ul style="list-style-type: none"> — Simple geometrical constructions; — Graphical representation: nature and uses of graphs. 	1
<p>1L.2 Physics Matter</p> <ul style="list-style-type: none"> — Nature of matter: the chemical elements; — Chemical compounds; — States: solid, liquid and gaseous; — Changes between states. <p>Mechanics</p> <ul style="list-style-type: none"> — Forces, moments and couples, representation as vectors; — Centre of gravity; — Tension, compression, shear and torsion; — Nature and properties of solids, fluids and gases. <p>Temperature</p> <ul style="list-style-type: none"> — Thermometers and temperature scales: Celsius, Fahrenheit and Kelvin; — Heat definition. 	1
<p>1L.3 Electrics</p> <p>DC Circuits</p> <ul style="list-style-type: none"> — Ohm's law, Kirchoff's voltage and current laws; — Significance of the internal resistance of a supply; — Resistance/resistor; — Resistor colour code, values and tolerances, preferred values, wattage ratings; — Resistors in series and parallel. 	1
<p>1L.4 Aerodynamics/aerostatics</p> <p>International Standard Atmosphere (ISA), application to aerodynamics and aerostatics.</p> <p>Aerodynamics</p> <ul style="list-style-type: none"> — Airflow around a body; — Boundary layer, laminar and turbulent flow; — Thrust, weight, aerodynamic resultant; — Generation of lift and drag: angle of attack, polar curve, stall. <p>Aerostatics</p> <p>Effect on envelopes, wind effect, altitude and temperature effects.</p>	1
<p>1L.5 Workplace safety and environmental protection</p> <ul style="list-style-type: none"> — Safe working practices and precautions when working with electricity, gases (especially oxygen), oils and chemicals; — Labelling, storage and disposal of hazardous (to safety and environment) materials; — Remedial action in the event of a fire or another accident with one or more hazards, including knowledge of extinguishing agents. 	2

MODULE 2L — HUMAN FACTORS

MODULE 2L — HUMAN FACTORS	Level
2L.1 General — The need to take human factors into account; — Incidents attributable to human factors/human error; — Murphy's Law.	1
2L.2 Human performance and limitations Vision, hearing, information processing, attention and perception, memory.	1
2L.3 Social psychology Responsibility, motivation, peer pressure, teamwork.	1
2L.4 Factors affecting performance Fitness/health, stress, sleep, fatigue, alcohol, medication, drug abuse.	1
2L.5 Physical environment Working environment (climate, noise, illumination).	1

MODULE 3L — AVIATION LEGISLATION

MODULE 3L — AVIATION LEGISLATION	Level
3L.1 Regulatory framework — Role of the European Commission, EASA and National Aviation Authorities (NAAs); — Applicable parts of Part-M and Part-66.	1
3L.2 Repairs and modifications — Approval of changes (repairs and modifications); — Standard changes and standard repairs.	2
3L.3 Maintenance data — Airworthiness Directives (ADs), Instructions for Continuing Airworthiness (ICA) (AMM, IPC, etc.); — Flight Manual; — Maintenance records.	2

MODULE 4L — AIRFRAME WOODEN/METAL TUBE AND FABRIC

MODULE 4L — AIRFRAME WOODEN/METAL TUBE AND FABRIC	Level
4L.1 Airframe wooden/combination of metal tube and fabric — Timber, plywood, adhesives, preservation, power line, properties, machining; — Covering (covering materials, adhesives and finishes, natural and synthetic covering materials and adhesives); — Paint, assembly and repair processes; — Recognition of damages from overstressing of wooden/metal-tube and fabric structures; — Deterioration of wood components and coverings; — Crack test (optical procedure, e.g., magnifying glass) of metal components. Corrosion and preventive methods. Health and fire safety protections.	2
4L.2 Material — Types of wood, stability, and machining properties; — Steel and light alloy tubes and fittings, fracture inspections of welded seams; — Plastics (overview, understanding of the properties); — Paints and paint removal; — Glues, adhesives; — Covering materials and technologies (natural and synthetic polymers).	2
4L.3 Identifying damage — Overstress of wood / metal-tubing and fabric structures; — Load transfers; — Fatigue strength and crack testing.	3

<p>4L.4 Performance of practical activities</p> <ul style="list-style-type: none"> — Locking of pins, screws, castellated nuts, turnbuckles; — Thimble splice; — Nicopress and Talurit repairs; — Repair of coverings; — Repair of transparencies; — Repair exercises (plywood, stringer, handrails, skins); — Aircraft Rigging. Calculation of control surface mass balance and range of movement of the control surfaces, measurement of operating forces; — Performance of 100-hours/annual inspections on a wood or combination of metal-tube and fabric airframe. 	2
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MODULE 5L — AIRFRAME COMPOSITE

MODULE 5L — AIRFRAME COMPOSITE	Level
<p>5L.1 Airframe fibre-reinforced plastic (FRP)</p> <ul style="list-style-type: none"> — Basic principles of FRP construction; — Resins (Epoxy, polyester, phenolic resins, vinyl ester resins); — Reinforcement materials glass, aramide and carbon fibres, features; — Fillers; — Supporting cores (balsa, honeycombs, foamed plastics); — Constructions, load transfers (solid FRP shell, sandwiches); — Identification of damage during overstressing of components; — Procedure for FRP projects (according to Maintenance Organisation Manual) including storage conditions for material. 	2
<p>5L.2 Material</p> <ul style="list-style-type: none"> — Thermosetting plastics, thermoplastic polymers, catalysts; — Understanding properties, machining technologies, detaching, bonding, welding; — Resins for FRP: epoxy resins, polyester resins, vinyl ester resins, phenolic resins; — Reinforcement materials; — From elementary fibre to filaments (release agent, finish), weaving patterns; — Properties of individual reinforcement materials (E-glass fibre, aramide fibre, carbon fibre); — Problem with multiple-material systems, matrix; — Adhesion/cohesion, various behaviours of fibre materials; — Filling materials and pigments; — Technical requirements for filling materials; — Property change of the resin composition through the use of E-glass, micro balloon, aerosols, cotton, minerals, metal powder, organic substances; — Paint assembly and repair technologies; — Support materials; — Honeycombs (paper, FRP, metal), balsa wood, Divinycell (Contizell), development trends. 	2
<p>5L.3 Assembly of Fibre-Reinforced Composite-Structure Airframes</p> <ul style="list-style-type: none"> — Solid shell; — Sandwiches; — Assembly of aerofoils, fuselages, control surfaces. 	2
<p>5L.4 Identifying Damage</p> <ul style="list-style-type: none"> — Behaviour of FRP components in the event of overstressing; — Identifying delaminations, loose bonds; — Bending vibration frequency in aerofoils; — Load transfer; — Frictional connection and positive locking; — Fatigue strength and corrosion of metal parts; — Metal bonding, surface finishing of steel and aluminium components during bonding with FRP. 	3

<p>5L.5 Mold making</p> <ul style="list-style-type: none"> — Plaster molds, mold ceramics; — GFK molds, Gel-coat, reinforcement materials, rigidity problems; — Metal molds; — Male and female molds. 	2
<p>5L.6 Performance of practical activities</p> <ul style="list-style-type: none"> — Locking of pin, screws, castellated nuts, turnbuckles; — Thimble splice; — Nicopress and Talurit repairs; — Repair of coverings; — Repair of solid FRP shells; — Mold fabrication/molding of a component (e.g. fuselage nose, landing gear fairing, wing tip and winglet); — Repair of sandwich shell where interior and exterior layer are damaged; — Repair of sandwich shell by pressing with a vacuum bag; — Transparency repair (PMMA) with one- and two-component adhesive; — Bonding of transparency with the canopy frame; — Tempering of transparencies and other components; — Performance of a repair on a sandwich shell (minor repair less than 20 cm); — Aircraft Rigging. Calculation of control surface mass balance and range of movement of the control surfaces, measurement of operating forces; — Performance of 100-hour/annual inspections on an FRP airframe. 	2

MODULE 6L — AIRFRAME METAL

MODULE 6L — AIRFRAME METAL	Level
<p>6L.1 Airframe metal</p> <ul style="list-style-type: none"> — Metallic materials and semi-finished products, machining methods; — Fatigue strength and crack test; — Assembly of metal-construction components, riveted joints, adhesive joints; — Identification of damage to overstressed components, effects of corrosion; — Health and fire protection. 	2
<p>6L.2 Material</p> <ul style="list-style-type: none"> — Steel and its alloys; — Light metals and their light alloys; — Rivet materials; — Plastics; — Colours and paints; — Metal adhesives; — Types of corrosion; — Covering materials and technologies (natural and synthetic). 	2
<p>6L.3 Identifying damage</p> <ul style="list-style-type: none"> — Overstressed metal airframes, levelling, measurement of symmetry; — Load transfers; — Fatigue strength and crack test; — Identifying loose riveted joints. 	3
<p>6L.4 Assembly of metal- and composite-construction airframes</p> <ul style="list-style-type: none"> — Skins; — Frames; — Stringers and longerons; — Frame construction; — Problems in multiple-material systems. 	2
<p>6L.5 Fasteners</p> <ul style="list-style-type: none"> — Classifications of fits and clearances; 	2

<ul style="list-style-type: none"> — Metric and imperial measuring systems; — Oversize bolt. 	
<p>6L.6 Performance of practical activities</p> <ul style="list-style-type: none"> — Locking of pins, screws, castellated nuts, turnbuckles; — Thimble splice; — Nicopress and Talurit repairs; — Repair of coverings, surface damage, stop drilling techniques; — Repair of transparencies; — Cutting out sheet metals (aluminiums and light alloys, steel and alloys); — Folding bending, edging, beating, smoothening, beading; — Repair riveting of metal airframes according to repair instruction or drawings; — Evaluation of rivet errors; — Aircraft Rigging. Calculation of control surface mass balance and range of movement of the control surfaces, measurement of operating forces; — Performance of 100-hour/annual inspections on a metal airframe. 	2

MODULE 7L — AIRFRAME GENERAL

MODULE 7L — AIRFRAME GENERAL	Level
<p>7L.1 Flight control system</p> <ul style="list-style-type: none"> — Cockpit controls: controls in cockpit, colour markings, knob shapes; — Flight controls surfaces, flaps, air brakes surfaces, controls, hinges, bearings, brackets, push-pull rods, bell cranks, horns, pulleys, cables, chains, tubes, rollers, tracks, jack screws, surfaces, movements, lubrication, stabilisers, balancing of controls; — Combination of controls: flap ailerons, flap air brakes; — Trim systems. 	3
<p>7L.2 Airframe</p> <ul style="list-style-type: none"> — Landing gear: characteristics of landing gears and shock absorber strut, extension, brakes, drum, disks, wheel, tyre, retraction mechanism, electrical retraction, emergency; — Wing to fuselage mounting points, empennage (fin and tail plane) to fuselage mounting points, control surface mounting points; — Permissible maintenance measures; — Towing: towing/lifting equipment/mechanism; — Cabin: seats and safety harness, cabin arrangement, windshields, windows, placards, baggage compartment, cockpit controls, cabin air system, blower; — Water ballast: water reservoirs, lines, valves, drains, vents, tests; — Fuel system: tanks, lines, filters, vents, drains, filling, selector valve, pumps, indication, tests, bonding; — Hydraulics: system layout, accumulators, pressure and power distribution, indication; — Liquid and gas: hydraulic, other fluids, levels, reservoir, lines, valves, filter; — Protections: firewalls, fire protection, lightning strike bonding, turnbuckles, locking devices, dischargers. 	2
<p>7L.3 Fasteners</p> <ul style="list-style-type: none"> — Reliability of pins, rivets, screws; — Control cables, turnbuckles; — Quick-release couplings (L'Hotellier, SZD, Poland). 	2
<p>7L.4 Locking equipment</p> <ul style="list-style-type: none"> — Admissibility of locking methods, locking pins, spring steel pins, locking wire, stop nuts, paint; — Quick-release couplings. 	2
<p>7L.5 Weight and balance levelling</p>	2
<p>7L.6 Rescue systems</p>	2
<p>7L.7 On-board modules</p> <ul style="list-style-type: none"> — Pitot-static system, vacuum/dynamic system, hydrostatic test; 	2

<ul style="list-style-type: none"> — Flight instruments: airspeed indicator, altimeter, vertical-speed indicator, connection and functioning, markings; — Arrangement and display, panel, electrical wires; — Gyroscopes, filters, indicating instruments; testing of function; — Magnetic compass: installation and compass swing; — Sailplanes: acoustic vertical-speed indicator, flight recorders, anticollision aid; — Oxygen system. 	
7L.8 On-board modules installation and connections <ul style="list-style-type: none"> — Flight instruments, mounting requirements (emergency landing conditions as per CS-22); — Electric wiring, power sources, types of storage batteries, electrical parameters, electric generator, circuit breaker, energy balance, earth/ground, connectors, terminals, warnings, fuses, lamps, lightings, switches, voltmeters, ampere meters, electrical gauges. 	2
7L.9 Piston engine propulsion Interface between power plant and airframe.	2
7L.10 Propeller <ul style="list-style-type: none"> — Inspection; — Replacement; — Balancing. 	2
7L.11 Retraction system <ul style="list-style-type: none"> — Propeller position control; — Engine and/or propeller retraction system. 	2
7L.12 Physical inspection procedures <ul style="list-style-type: none"> — Cleaning, use of lighting and mirrors; — Measuring tools; — Measure of controls deflection; — Torque of screws and bolts; — Wear of bearings; — Inspection equipment; — Calibration of measuring tools. 	2

MODULE 8L — POWER PLANT

MODULE 8L — POWER PLANT	Level
8L.1 Noise limits <ul style="list-style-type: none"> — Explanation of the concept of ‘noise level’; — Noise certificate; — Enhanced sound proofing; — Possible reduction of sound emissions. 	1
8L.2 Piston engines <ul style="list-style-type: none"> — Four-stroke spark ignition engine, air-cooled engine, fluid-cooled engine; — Two-stroke engine; — Rotary-piston engine; — Efficiency and influencing factors (pressure–volume diagram, power curve); — Noise control devices. 	2
8L.3 Propeller <ul style="list-style-type: none"> — Blade, spinner, backplate, accumulator pressure, hub; — Operation of propellers; — Variable-pitch propellers, ground and in-flight adjustable propellers, mechanically, electrically and hydraulically; — Balancing (static, dynamic); — Noise problems. 	2
8L.4 Engine control devices <ul style="list-style-type: none"> — Mechanical control devices; — Electrical control devices; 	2

<ul style="list-style-type: none"> — Tank displays; — Functions, characteristics, typical errors and error indications. 	
8L.5 Hosepipes <ul style="list-style-type: none"> — Material and machining of fuel and oil hoses; — Control of life limit. 	2
8L.6 Accessories <ul style="list-style-type: none"> — Operation of magneto ignition; — Control of maintenance limits; — Operation of carburettors; — Maintenance instructions on characteristic features; — Electric fuel pumps; — Operation of propeller controls; — Electrically operated propeller control; — Hydraulically operated propeller control. 	2
8L.7 Ignition system <ul style="list-style-type: none"> — Constructions: coil ignition, magneto ignition, and thyristor ignition; — Efficiency of the ignition and preheat system; — Modules of the ignition and preheat system; — Inspection and testing of a spark plug. 	2
8L.8 Induction and exhaust systems <ul style="list-style-type: none"> — Operation and assembly; — Silencers and heater installations; — Nacelles and cowlings; — Inspection and test; — CO emission test. 	2
8L.9 Fuels and lubricants <ul style="list-style-type: none"> — Fuel characteristics; — Labelling, environmentally friendly storage; — Mineral and synthetic lubricating oils and their parameters: labelling and characteristics, application; — Environmentally friendly storage and proper disposal of used oil. 	2
8L.10 Documentation <ul style="list-style-type: none"> — Manufacturer documents for the engine and propeller; — Instructions for Continuing Airworthiness (ICA); — Aircraft Flight Manuals (AFMs) and Aircraft Maintenance Manuals (AMMs); — Time Between Overhaul (TBO); — Airworthiness Directives (ADs), technical notes and service bulletins. 	2
8L.11 Illustrative material <ul style="list-style-type: none"> — Cylinder unit with valve; — Carburettor; — High-tension magneto; — Differential-compression tester for cylinders; — Overheated/damaged pistons; — Spark plugs of engines that were operated differently. 	2
8L.12 Practical experience <ul style="list-style-type: none"> — Work safety/accident prevention (handling of fuels and lubricants, start-up of engines); — Rigging-engine control rods and Bowden cables; — Setting of no-load speed; — Checking and setting the ignition point; — Operational test of magnetos; — Checking the ignition system; — Testing and cleaning of spark plugs; — Performance of the engine tasks contained in an aeroplane 100-hour/annual inspection; 	2

<ul style="list-style-type: none"> – Cylinder compression test; – Static test and evaluation of the engine run; – Documentation of maintenance work including replacement of components. 	
8L.13 Gas exchange in internal-combustion engines <ul style="list-style-type: none"> – Four-stroke reciprocating engine and control units; – Energy losses; – Ignition timing; – Direct flow behaviour of control units; – Wankel engine and control units; – Two-stroke engine and control units; – Scavenging; – Scavenging blower; – Idle range and power range. 	2
8L.14 Ignition, combustion and carburation <ul style="list-style-type: none"> – Ignition; – Spark plugs; – Ignition system; – Combustion process; – Normal combustion; – Efficiency and medium pressure; – Engine knock and octane rating; – Combustion chamber shapes; – Fuel/air mix in the carburettor; – Carburettor principle, carburettor equation; – Simple carburettor; – Problems of the simple carburettor and their solutions; – Carburettor models; – Fuel/air mix during injection; – Mechanically controlled injection; – Electronically controlled injection; – Continuous injection; – Carburettor-injection comparison. 	2
8L.15 Flight instruments in aircraft with injection engines <ul style="list-style-type: none"> – Special flight instruments (injection engine); – Interpretation of indications in a static test; – Interpretation of indications in flight at various flight levels. 	2
8L.16 Maintenance of aircraft with injection engines <ul style="list-style-type: none"> – Documentation, manufacturer documents, etc.; – General maintenance instructions (hourly inspections); – Functional tests; – Ground test run; – Test flight; – Troubleshooting in the event of faults in the injection system and their correction. 	2
8L.17 Workplace safety and safety provisions Work safety and safety provisions for work on injection systems.	2
8L.18 Visual aids: <ul style="list-style-type: none"> – Carburettor; – Components of injection system; – Aircraft with injection engine; – Tool for work on injection systems. 	2
8L.19 Electrical propulsion <ul style="list-style-type: none"> – Energy system, accumulators, installation; – Electrical motor; – Heat, noise and vibration checks; 	2

<ul style="list-style-type: none"> — Testing windings; — Electrical wiring and control systems; — Pylon, extension and retraction systems; — Motor/propeller brake systems; — Motor ventilation systems; — Practical experience of 100-hour/annual inspections. 	
8L.20 Jet propulsion <ul style="list-style-type: none"> — Engine installation; — Pylon, extension and retraction systems; — Fire protection; — Fuel systems including lubrication; — Engine starting systems, gas assist; — Engine damage assessment; — Engine servicing; — Engine removal / refit and test; — Practical experience of conditional / run time / annual inspections; — Conditional inspections. 	2
8L.21 Full authority digital engine control (FADEC)	2

MODULE 9L — BALLOON/AIRSHIP HOT AIR

MODULE 9L — BALLOON/AIRSHIP HOT AIR	Level
9L.1 Basic principles and assembly of hot-air balloons/airships <ul style="list-style-type: none"> — Assembly and individual parts; — Envelopes; — Envelope Materials; — Envelope Systems; — Conventional and special shapes; — Fuel System; — Burner, burner frame and burner support rods; — Compressed-gas cylinders and compressed-gas hoses; — Basket and alternative devices (seats); — Rigging accessories; — Maintenance and servicing tasks; — Annual/100-hour inspection; — Log Books; — Aircraft Flight Manuals (AFMs) and Aircraft Maintenance Manuals (AMMs); — Rigging and launch preparation (launch restraint); — Launch. 	3
9L.2 Practical training Operating controls, maintenance and servicing jobs (according to flight manual).	3
9L.3 Envelope <ul style="list-style-type: none"> — Fabrics; — Seams; — Load tapes, rip stoppers; — Crown rings; — Parachute valve and fast-deflation systems; — Ripping panel; — Turning vent; — Diaphragms/catenaries (special shapes and airships); — Rollers, pulleys; — Control and shroud lines; — Knots; — Temperature indication label, temperature flag, envelope thermometer; 	3

<ul style="list-style-type: none"> — Flying wires; — Fittings, karabiners. 	
9L.4 Burner and fuel system <ul style="list-style-type: none"> — Burner coils; — Blast, liquid and pilot valves; — Burners/jets; — Pilot lights/vaporisers/jets; — Burner frame; — Fuel lines/hoses; — Fuel cylinders, valves and fittings. 	3
9L.5 Basket and basket suspension (incl. alternative devices) <ul style="list-style-type: none"> — Types of baskets (incl. alternative devices); — Basket materials: cane and willow, hide, wood, trim materials, suspension cables; — Seats, roller bearings; — Karabiner, shackle and pins; — Burner support rods; — Fuel cylinder straps; — Accessories. 	3
9L.6 Equipment <ul style="list-style-type: none"> — Fire extinguisher, fire blanket; — Instruments (single or combined). 	3
9L.7 Minor repairs <ul style="list-style-type: none"> — Stitching; — Bonding; — Basket hide/trim repairs. 	3
9L.8 Procedures for physical inspection <ul style="list-style-type: none"> — Cleaning, use of lighting and mirrors; — Measuring tools; — Measure of controls deflection (only airships); — Torque of screws and bolts; — Wear of bearings (only airships); — Inspection equipment; — Calibration of measuring tools; — Fabric Grab Test. 	2

MODULES 10L — BALLOON/AIRSHIP GAS (FREE/TETHERED)

MODULES 10L — BALLOON/AIRSHIP GAS (FREE/TETHERED)	Level
10L.1 Basic principles and assembly of gas balloons/airships <ul style="list-style-type: none"> — Assembly of individual parts; — Envelope and netting material; — Envelope, ripping panel, emergency opening, cords and belts; — Rigid gas valve; — Flexible gas valve (parachute); — Netting; — Load ring; — Basket and accessories (including alternative devices); — Electrostatic discharge paths; — Mooring line and drag rope; — Maintenance and servicing; — Annual inspection; — Flight papers; — Aircraft Flight Manuals (AFMs) and Aircraft Maintenance Manuals (AMMs); — Rigging and launch preparation; 	3

— Launch.	
10L.2 Practical training — Operating controls; — Maintenance and servicing jobs (according to AMM and AFM); — Safety rules when using hydrogen as lifting gas.	3
10L.3 Envelope — Fabrics; — Poles and reinforcement of pole; — Ripping panel and cord; — Parachute and shroud lines; — Valves and cords; — Filler neck, Poeschel-ring and cords; — Electrostatic discharge paths.	3
10L.4 Valve — Springs; — Gaskets; — Screwed joints; — Control lines; — Electrostatic discharge paths.	3
10L.5 Netting or rigging (without net) — Kinds of net and other lines; — Mesh sizes and angles; — Net ring; — Knotting methods; — Electrostatic discharge paths.	3
10L.6 Load ring	3
10L.7 Basket (incl. alternative devices) — Kinds of baskets (incl. alternative devices); — Strops and toggles; — Ballast system (bags and supports); — Electrostatic discharge paths.	3
10L.8 Ripping cord and valve cords	3
10L.9 Mooring line and drag rope	3
10L.10 Minor repairs — Bonding; — Splicing hemp ropes.	3
10L.11 Equipment Instruments (single or combined).	3
10L.12 Tether cable (tethered gas balloons (TGB) only) — Kinds of cables; — Acceptable damage of cable; — Cable swivel; — Cable clamps.	3
10L.13 Winch (tethered gas balloons only) — Kinds of winches; — Mechanical system; — Electrical system; — Emergency system; — Grounding/ballasting of winch.	3
10L.14 Procedures for physical inspection — Cleaning, use of lighting and mirrors; — Measuring tools;	2

- Measure of controls deflection (only airships);
- Torque of screws and bolts;
- Wear of bearings (only airships);
- Inspection equipment;
- Calibration of measuring tools;
- Fabric grab test.

MODULES 11L — AIRSHIPS HOT AIR/GAS

MODULES 11L — AIRSHIPS HOT AIR/GAS	Level
11L.1 Basic principles and assembly of small airships — Envelope, ballonnets; — Valves, openings; — Gondola; — Propulsion; — Aircraft Flight Manuals (AFMs) and Aircraft Maintenance Manuals (AMMs); — Rigging and launch preparation.	3
11L.2 Practical training — Operating controls; — Maintenance and servicing jobs (according to AMM and AFM).	3
11L.3 Envelope — Fabrics; — Ripping panel and cords; — Valves; — Catenary system.	3
11L.4 Gondola (incl. alternative devices) — Kinds of gondolas (incl. alternative devices); — Airframe types and materials; — Identification of damage.	3
11L.5 Electrical system — Basics about on-board electrical circuits; — Electrical sources (accumulators, fixation, ventilation, corrosion); — Lead, nickel-cadmium (NiCd) or other accumulators, dry batteries; — Generators; — Wiring, electrical connections; — Fuses; — External power source; — Energy balance.	3
11L.6 Propulsion — Fuel system: tanks, lines, filters, vents, drains, filling, selector valve, pumps, indication, tests, bonding; — Propulsion instruments; — Basics about measuring and instruments; — Revolution measuring; — Pressure measuring; — Temperature measuring; — Available fuel/power measuring.	3
11L.7 Equipment — Fire extinguisher, fire blanket; — Instruments (single or combined).	3

MODULE 12L — RADIO COM/ELT/TRANSPONDER/INSTRUMENTS

MODULE 12L — RADIO COM/ELT/TRANSPONDER/INSTRUMENTS	Level
12L.1 Radio Com/ELT — Channel spacing; — Basic functional test; — Batteries; — Testing and maintenance requirements.	2
12L.2 Transponder — Basic operation; — Typical portable configuration including antenna; — Explanation of Modes A, C, S; — Testing and maintenance requirements.	2
12L.3 Instruments — Handheld altimeter/variometers; — Batteries; — Basic functional test.	2

Appendix VIII — Basic examination standard for category L aircraft maintenance licence

Regulation (EU) 2018/1142

- (a) The standardisation basis for examinations related to the [Appendix VII](#) basic knowledge requirements shall be as follows:
- (i) all examinations must be carried out using the multiple-choice question format as specified in point (ii). The incorrect alternatives must seem equally plausible to anyone ignorant of the subject. All of the alternatives should be clearly related to the question and of similar vocabulary, grammatical construction and length. In numerical questions, the incorrect answers should correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they must not be mere random numbers;
 - (ii) each multiple-choice question must have three alternative answers of which only one must be the correct answer and the candidate must be allowed a time per module which is based upon a nominal average of 75 seconds per question;
 - (iii) the pass mark for each module is 75 %;
 - (iv) penalty marking (negative points for failed questions) is not to be used;
 - (v) the level of knowledge required in the questions must be proportionate to the level of technology of the aircraft category.
- (b) The number of questions per module shall be as follows:
- (i) module 1L 'Basic knowledge': 12 questions. Time allowed: 15 minutes;
 - (ii) module 2L 'Human factors': 8 questions. Time allowed: 10 minutes;
 - (iii) module 3L 'Aviation legislation': 24 questions. Time allowed: 30 minutes;
 - (iv) module 4L 'Airframe wooden/metal tube and fabric': 32 questions. Time allowed: 40 minutes;
 - (v) module 5L 'Airframe composite': 32 questions. Time allowed: 40 minutes;
 - (vi) module 6L 'Airframe metal': 32 questions. Time allowed: 40 minutes;
 - (vii) module 7L 'Airframe general': 64 questions. Time allowed: 80 minutes;
 - (viii) module 8L 'Power plant': 48 questions. Time allowed: 60 minutes;
 - (ix) module 9L 'Balloon/Airship hot air': 36 questions. Time allowed: 45 minutes;
 - (x) module 10L 'Balloon/Airship gas (free/tethered)': 40 questions. Time allowed: 50 minutes;
 - (xi) module 11L 'Airships hot air/gas': 36 questions. Time allowed: 45 minutes;
 - (xii) Module 12L 'Radio Com/ELT/transponder/instruments': 16 questions. Time allowed 20 minutes.

APPENDICES TO AMC TO ANNEX III (PART-66)

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

ED Decision 2020/002/R

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

In order to keep this list up-to-date, if a Member State needs to issue a type rating that is not included in this list, the information should be passed on to EASA using the EASA 'Contact us' webpage (<https://www.easa.europa.eu/contact-us>).

The tables may erroneously contain aircraft models that fall within the definition of Annex I aircraft of Regulation (EU) 2018/1139. The requirements of Part-66 do not apply to these aircraft.

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

The endorsement of a type rating (TR) on the aircraft maintenance licence (AML), covering several models/variants, does not automatically imply that the AML holder has acquired the appropriate knowledge on each model/variant. In fact, the AML holder may only have received TR training and/or gained experience that was limited to one or several models or variants.

To demonstrate adequate competence on the relevant model(s)/variant(s), the AML holder and/or the maintenance organisation where the AML holder is contracted/employed is (are) responsible to verify that the model/variant has been adequately covered by the TR course or gained experience and is up to date.

Further explanation can be found in [AMC 66.A.20\(b\)3](#) and [AMC 145.A.35\(a\)](#).

Notes on when and how the licences should be modified:

The licensing authorities should implement the new type rating list within 6 months after publication of this Decision. During this implementation period, the old type ratings may still be endorsed. New applications for type ratings that are no longer certified by EASA should not be accepted. Licences with the old type ratings shall be endorsed with the amended type ratings, whenever the licensing authority deems necessary or the holder requests it; however, no later than the next renewal of the licence.

The instructions on how to endorse a modified type rating (for example, in the case of combined or split TRs) are included in the chapter 'Details of the changes' of explanatory note of the decision.

Notes on aircraft modified by a Supplemental Type Certificate (STC):

- This Appendix intends to include the type ratings of aircraft resulting from STCs for installation of a different engine. These STCs are those approved by EASA and those approved by the Member States before 2003 and grandfathered by EASA. STCs other than those for engines are not considered.

Example: The STC from JET AVIATION AG, approved by the LBA for replacement of GE CF 700 by Honeywell TFE731 on Fan Jet Falcon Series E, results in a new rating called 'Falcon 20E (Honeywell TFE731)'.

- However, the ratings from STCs for installation of an engine:
 - on part of the original airframe models, or
 - from the same manufacturer, but of a type very similar to the original one, have not been added because they would have resulted in an already existing rating.

Examples:

- The STC from SILVERHAWK CONVERSIONS approved by EASA for installation of PT6A-135A on Beech C90, C90A and E90 would result in the Beech C90/C90A/E90 (PWC PT6) rating, but this is not listed because it is already included in the original Beech 90 Series (PWC PT6) rating.
- The STC from Air-Service Wildgruber GmbH approved by LBA for replacement of PWC PT6A-20 by PWC PT6A-27 would result in the De Havilland DHC-6-100 (PWC PT6) rating, but this is not listed because it is already included in the De Havilland DHC-6 (PWC PT6) rating in the table.
- EASA has not received all the information concerning STCs that have been previously approved by the Member States. As a result, not all STCs are considered by this publication.
- When the STC concerns the installation of an engine that falls under a different subcategory, e.g. replacement of a piston engine by a turboprop (a turbine engine), then the new type rating endorsement requires compliance with all the relevant criteria for basic knowledge, experience, type training, and on-the-job training (OJT).
- In case a type rating resulting from an STC has not been yet defined by EASA, the latter shall be contacted by the competent authority to agree on a new type rating to be used.

In the following tables:

- The table is alphabetically sorted first by TC/STC Holder, then by TR endorsement, and finally by Model.
- The column ‘TC Holder’ includes the TC holder as defined in the type certificate data sheets (TCDS) (EASA, FAA or other) or the specific airworthiness specifications (SAS).
- The column ‘STC Holder’ includes the STC holder as defined in the supplemental type certificate data sheets (STCDS) (EASA, FAA or other).
- Some TC holders’ designations have been corrected to add the information: ‘Aircraft with an SAS’, this means that the aircraft listed under this TC holder designation is considered to be an ‘orphan aircraft’ or General Aviation aircraft from CIS (former Soviet Union) countries.
- In Group 3, the column ‘Type of structure’ intends to assist the competent authorities in identifying the experience required for this type with a view to removing existing limitations on the licence.
- In Group 4, the column ‘Type of structure’ intends to assist the competent authorities in identifying the required ‘L’ subcategories.
- Wooden structure covered with fabric is considered to fall under wooden structure. For aeroplanes with a combination of structures, e.g. metal tubing fuselage and wooden wings, both experiences ‘metal tube covered with fabric’ and ‘wooden structure’ are required.
- In Group 3, the column ‘MTOM’ intends to assist the competent authorities in identifying the aeroplane types where the maximum take-off mass (MTOM) is:

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- above 2t requires a B1.2 and B2 or B2L licence, or
 - 2t and below requires a B1.2 or B3 and B2 or B2L licence.
 - The column 'NOTE' in every table includes some useful information, when relevant, e.g.:
 - ELA1 or ELA2 aircraft.
 - 'OSD Approved' or 'Pending OSD Approval' means that an OSD-MCS (operational suitability data for maintenance certifying staff) exists or is still under the approval process at the date of publication of this ED Decision. OSD data is owned by the TCH (see TCHs contact list: <https://www.easa.europa.eu/document-library/operational-suitability-data/osd-contact-list>).
 - Type training courses approved before the approval of the OSD-MCS shall include the OSD elements within 2 years after the OSD-MCS approval.
 - STC reference number.
 - 'TC (or STC) not yet released' means that the type certificate (or STC) has not yet been released by EASA at the date of publication of this ED Decision, but the final model configuration is sufficiently mature that the type rating endorsement can be already defined. In this case, the initial training and licensing may start and be used for approval of type training courses and Part-66 licence endorsement. On the contrary, the associated rating for the maintenance organisation can be granted only after the type certification of the aircraft (or after the approval of the STC).

GROUP 1 AEROPLANES

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GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
328 Support Services	Dornier 328-100		Dornier 328-100 (PWC PW119)	
328 Support Services	Dornier 328-300		Dornier 328-300 (PWC PW306)	
AIR TRACTOR, INC.	AT-802		Air Tractor AT-800 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-802A		Air Tractor AT-800 Series (PWC PT6)	
AIRBUS	A300 B1		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B2-1A		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B2-1C		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B2-202		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B2-203		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B2K-3C		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B4-102		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B4-103		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B4-203		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B4-2C		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 C4-203		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 F4-203		Airbus A300 basic model (GE CF6)	
AIRBUS	A300 B2-320		Airbus A300 basic model (PW JT9D)	
AIRBUS	A300 B4-120		Airbus A300 basic model (PW JT9D)	
AIRBUS	A300 B4-220		Airbus A300 basic model (PW JT9D)	
AIRBUS	A300 B4-601		Airbus A300-600 (GE CF6)	
AIRBUS	A300 B4-603		Airbus A300-600 (GE CF6)	
AIRBUS	A300 B4-605 R		Airbus A300-600 (GE CF6)	
AIRBUS	A300 C4-605 R Variant F		Airbus A300-600 (GE CF6)	
AIRBUS	A300 F4-605 R		Airbus A300-600 (GE CF6)	
AIRBUS	A300 B4-622		Airbus A300-600 (PW 4000)	
AIRBUS	A300 B4-622 R		Airbus A300-600 (PW 4000)	
AIRBUS	A300 F4-622 R		Airbus A300-600 (PW 4000)	
AIRBUS	A300 B4-620		Airbus A300-600 (PW JT9D)	
AIRBUS	A300 C4-620		Airbus A300-600 (PW JT9D)	
AIRBUS	A300F4-608ST	Beluga	Airbus A300-600ST (GE CF6)	
AIRBUS	A310-203		Airbus A310 (GE CF6)	
AIRBUS	A310-203 C		Airbus A310 (GE CF6)	
AIRBUS	A310-204		Airbus A310 (GE CF6)	
AIRBUS	A310-304		Airbus A310 (GE CF6)	
AIRBUS	A310-308		Airbus A310 (GE CF6)	
AIRBUS	A310-324		Airbus A310 (PW 4000)	
AIRBUS	A310-325		Airbus A310 (PW 4000)	
AIRBUS	A310-221		Airbus A310 (PW JT9D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A310-222		Airbus A310 (PW JT9D)	
AIRBUS	A310-322		Airbus A310 (PW JT9D)	
AIRBUS	A318-121		Airbus A318 (PW 6000)	
AIRBUS	A318-122		Airbus A318 (PW 6000)	
AIRBUS	A318-111		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A318-112		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A319-111		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A319-112		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A319-113		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A319-114		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A319-115		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A320-211		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A320-212		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A320-214		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A320-215		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A320-216		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A321-111		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A321-112		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A321-211		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A321-212		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A321-213		Airbus A318/A319/A320/A321 (CFM56)	
AIRBUS	A319-151N	A319 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A319-152N	A319 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	TC not yet released
AIRBUS	A319-153N	A319 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A320-251N	A320 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A320-252N	A320 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A320-253N	A320 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-251N	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-251NX	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-252N	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-252NX	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-253N	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A321-253NX	A321 NEO	Airbus A319/A320/A321 (CFM LEAP-1A)	
AIRBUS	A319-171N	A319 NEO	Airbus A319/A320/A321 (IAE PW1100G)	TC not yet released
AIRBUS	A319-172N	A319 NEO	Airbus A319/A320/A321 (IAE PW1100G)	TC not yet released
AIRBUS	A319-173N	A319 NEO	Airbus A319/A320/A321 (IAE PW1100G)	TC not yet released
AIRBUS	A320-271N	A320 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A320-272N	A320 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A320-273N	A320 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A321-271N	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A321-271NX	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A321-272N	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A321-272NX	A321 NEO	Airbus A319/A320/A321 (IAE PW1100G)	
AIRBUS	A319-131		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A319-132		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A319-133		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A320-231		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A320-232		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A320-233		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A321-131		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A321-231		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A321-232		Airbus A319/A320/A321 (IAE V2500)	
AIRBUS	A330-201		Airbus A330 (GE CF6)	
AIRBUS	A330-202		Airbus A330 (GE CF6)	
AIRBUS	A330-203		Airbus A330 (GE CF6)	
AIRBUS	A330-301		Airbus A330 (GE CF6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS	A330-302		Airbus A330 (GE CF6)	
AIRBUS	A330-303		Airbus A330 (GE CF6)	
AIRBUS	A330-223		Airbus A330 (PW 4000)	
AIRBUS	A330-223F		Airbus A330 (PW 4000)	
AIRBUS	A330-321		Airbus A330 (PW 4000)	
AIRBUS	A330-322		Airbus A330 (PW 4000)	
AIRBUS	A330-323		Airbus A330 (PW 4000)	
AIRBUS	A330-743L	Beluga XL	Airbus A330 (RR Trent 700)	TC not yet released
AIRBUS	A330-243		Airbus A330 (RR Trent 700)	
AIRBUS	A330-243F		Airbus A330 (RR Trent 700)	
AIRBUS	A330-341		Airbus A330 (RR Trent 700)	
AIRBUS	A330-342		Airbus A330 (RR Trent 700)	
AIRBUS	A330-343		Airbus A330 (RR Trent 700)	
AIRBUS	A330-841	A330 NEO	Airbus A330 (RR Trent 7000)	TC not yet released
AIRBUS	A330-941	A330 NEO	Airbus A330 (RR Trent 7000)	
AIRBUS	A340-211		Airbus A340 (CFM56)	
AIRBUS	A340-212		Airbus A340 (CFM56)	
AIRBUS	A340-213		Airbus A340 (CFM56)	
AIRBUS	A340-311		Airbus A340 (CFM56)	
AIRBUS	A340-312		Airbus A340 (CFM56)	
AIRBUS	A340-313		Airbus A340 (CFM56)	
AIRBUS	A340-541		Airbus A340 (RR Trent 500)	
AIRBUS	A340-542		Airbus A340 (RR Trent 500)	
AIRBUS	A340-642		Airbus A340 (RR Trent 500)	
AIRBUS	A340-643		Airbus A340 (RR Trent 500)	
AIRBUS	A350-1041		Airbus A350 (RR Trent XWB)	
AIRBUS	A350-941		Airbus A350 (RR Trent XWB)	
AIRBUS	A380-861		Airbus A380 (EA GP7200)	
AIRBUS	A380-841		Airbus A380 (RR Trent 900)	
AIRBUS	A380-842		Airbus A380 (RR Trent 900)	
Airbus Canada Limited Partnership	BD-500-1A10	A220-100	Bombardier BD-500 Series (PW PW1500G)	
Airbus Canada Limited Partnership	BD-500-1A11	A220-300	Bombardier BD-500 Series (PW PW1500G)	
Airbus Military Sociedad Limitada (AMSL)	A400M-180		Airbus A400M (EPI TP400)	
Aircraft Industries, a.s.	L410 NG	Turbolet	Let L-410 (GE H80)	
Aircraft Industries, a.s.	L410 UVP-E20	Turbolet	Let L-410 (GE H80)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Aircraft Industries, a.s.	L410 UVP-E20 CARGO	Turbolet	Let L-410 (GE H80)	
Aircraft Industries, a.s.	L410 M Turbolet	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP - Turbolet	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP-E	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP-E20	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP-E20 CARGO	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP-E9	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP-E-LW	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L410 UVP-LW	Turbolet	Let L-410 (Walter M601)	
Aircraft Industries, a.s.	L420		Let L-420 (Walter M601)	
ALENIA AERMACCHI	C-27J		Alenia C-27 (Allison/RR AE2100)	
ANTONOV	AN-26		Antonov AN26 (Ivchenko AI-24)	
ANTONOV	AN-26B		Antonov AN26 (Ivchenko AI-24)	
Antonov Aeronautical Scientific and Technical Complex (Aircraft with SAS)	Antonov An-28		Antonov An-28 (ТВД)	Refer to EASA.SAS.A.091 for s/n applicability.
ASI AVIATION	F 406		Reims-Cessna F 406 (PWC PT6)	
ATR-GIE Avions de Transport Régional	ATR 42-200		ATR 42-200/300 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 42-300		ATR 42-200/300 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 42-320		ATR 42-200/300 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 42-400		ATR 42-400/500/72-212A (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 42-500	42-500 42-600	ATR 42-400/500/72-212A (PWC PW120)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
ATR-GIE Avions de Transport Régional	ATR 72-212 A	72-500 72-600	ATR 42-400/500/72-212A (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 72-101		ATR 72-100/200 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 72-102		ATR 72-100/200 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 72-201		ATR 72-100/200 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 72-202		ATR 72-100/200 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 72-211		ATR 72-100/200 series (PWC PW120)	
ATR-GIE Avions de Transport Régional	ATR 72-212		ATR 72-100/200 series (PWC PW120)	
BAE SYSTEMS (OPERATIONS) Ltd	ATP		ATP (PWC PW120)	
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ100		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ115		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ70		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ85		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 100		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 200		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 300		BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)	
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 1		HS748 (RRD Dart)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2		HS748 (RRD Dart)	
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2A		HS748 (RRD Dart)	
BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2B		HS748 (RRD Dart)	
BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 3100 Series	Jetstream 31	Jetstream 31/32 (Honeywell TPE331)	
BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 3200 Series	Jetstream 32/32EP	Jetstream 31/32 (Honeywell TPE331)	
BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 4100 Series		Jetstream 41 (Honeywell TPE331)	
BEECHCRAFT Corporation	200		Beech 200 Series (PWC PT6)	
BEECHCRAFT Corporation	300LW	Super King Air	Beech 300 Series (PWC PT6)	
BEECHCRAFT Corporation	F90	King Air	Beech 90 Series (PWC PT6)	
BEECHCRAFT Corporation	A99	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	A99A	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	B99	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	C99	Airliner	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	100	King Air	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	A100	King Air	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	A100A	King Air	Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	99		Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	99A		Beech 99/100 Series (PWC PT6)	
BEECHCRAFT Corporation	B100		Beech B100 (Honeywell TPE331)	
BERIEV Aircraft Company	Be-200ES-E		Beriev 200 (Ivchenko D-436TP)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
B-N GROUP Ltd. (Britten-Norman)	BN2T	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	
B-N GROUP Ltd. (Britten-Norman)	BN2T-2	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	
B-N GROUP Ltd. (Britten-Norman)	BN2T-2R	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	
B-N GROUP Ltd. (Britten-Norman)	BN2T-4R	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	
B-N GROUP Ltd. (Britten-Norman)	BN2T-4S	Turbine Islander	Britten-Norman BN2T Series (RR Corp 250)	
BOEING COMPANY (THE)	707-200	B707	Boeing 707 (PW JT4)	
BOEING COMPANY (THE)	707-300 Series	B707	Boeing 707 (PW JT4)	
BOEING COMPANY (THE)	707-400	B707	Boeing 707 (RR Conway)	
BOEING COMPANY (THE)	720	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	707-100 Long Body	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	707-100B Long Body	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	707-100B Short Body	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	707-300	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	707-300C	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	720B	B707	Boeing 707/720 (PW JT3D)	
BOEING COMPANY (THE)	727	B727	Boeing 727 (PW JT8D)	
BOEING COMPANY (THE)	727-100	B727	Boeing 727 (PW JT8D)	
BOEING COMPANY (THE)	727-100C	B727	Boeing 727 (PW JT8D)	
BOEING COMPANY (THE)	727-200	B727	Boeing 727 (PW JT8D)	
BOEING COMPANY (THE)	727-200F	B727	Boeing 727 (PW JT8D)	
BOEING COMPANY (THE)	727C	B727	Boeing 727 (PW JT8D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	737-100	B737 Classic	Boeing 737-100/200 (PW JT8D)	
BOEING COMPANY (THE)	737-200	B737 Classic	Boeing 737-100/200 (PW JT8D)	
BOEING COMPANY (THE)	737-200C	B737 Classic	Boeing 737-100/200 (PW JT8D)	
BOEING COMPANY (THE)	737-300	B737 Classic	Boeing 737-300/400/500 (CFM56)	
BOEING COMPANY (THE)	737-400	B737 Classic	Boeing 737-300/400/500 (CFM56)	
BOEING COMPANY (THE)	737-500	B737 Classic	Boeing 737-300/400/500 (CFM56)	
BOEING COMPANY (THE)	737-600	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	
BOEING COMPANY (THE)	737-700	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	
BOEING COMPANY (THE)	737-800	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	
BOEING COMPANY (THE)	737-900	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	
BOEING COMPANY (THE)	737-900ER	B737 Next Generation	Boeing 737-600/700/800/900 (CFM56)	
BOEING COMPANY (THE)	737-7	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	TC not yet released
BOEING COMPANY (THE)	737-8	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	
BOEING COMPANY (THE)	737-8200	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	TC not yet released
BOEING COMPANY (THE)	737-9	B737 MAX	Boeing 737-7/8/9 (CFM LEAP-1B)	
BOEING COMPANY (THE)	747-100	B747	Boeing 747-100 (PW JT9D)	
BOEING COMPANY (THE)	747-200	B747	Boeing 747-200/300 (GE CF6)	
BOEING COMPANY (THE)	747-200C	B747	Boeing 747-200/300 (GE CF6)	
BOEING COMPANY (THE)	747-200F	B747	Boeing 747-200/300 (GE CF6)	
BOEING COMPANY (THE)	747-300	B747	Boeing 747-200/300 (GE CF6)	
BOEING COMPANY (THE)	747-200	B747	Boeing 747-200/300 (PW JT9D)	
BOEING COMPANY (THE)	747-200C	B747	Boeing 747-200/300 (PW JT9D)	
BOEING COMPANY (THE)	747-200F	B747	Boeing 747-200/300 (PW JT9D)	
BOEING COMPANY (THE)	747-300	B747	Boeing 747-200/300 (PW JT9D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	747-200	B747	Boeing 747-200/300 (RR RB211)	
BOEING COMPANY (THE)	747-200C	B747	Boeing 747-200/300 (RR RB211)	
BOEING COMPANY (THE)	747-200F	B747	Boeing 747-200/300 (RR RB211)	
BOEING COMPANY (THE)	747-300	B747	Boeing 747-200/300 (RR RB211)	
BOEING COMPANY (THE)	747-400	B747	Boeing 747-400 (GE CF6)	
BOEING COMPANY (THE)	747-400F	B747	Boeing 747-400 (GE CF6)	
BOEING COMPANY (THE)	747-400BCF	B747F/SF	Boeing 747-400 (GE CF6)	
BOEING COMPANY (THE)	747-400	B747	Boeing 747-400 (PW 4000)	
BOEING COMPANY (THE)	747-400F	B747	Boeing 747-400 (PW 4000)	
BOEING COMPANY (THE)	747-400CF	B747F/SF	Boeing 747-400 (PW 4000)	
BOEING COMPANY (THE)	747-400	B747	Boeing 747-400 (RR RB211)	
BOEING COMPANY (THE)	747-400F	B747	Boeing 747-400 (RR RB211)	
BOEING COMPANY (THE)	747-400CF	B747F/SF	Boeing 747-400 (RR RB211)	
BOEING COMPANY (THE)	747-8	B747	Boeing 747-8 (GE GEnx)	
BOEING COMPANY (THE)	747-8F	Freighter	Boeing 747-8 (GE GEnx)	
BOEING COMPANY (THE)	747SP		Boeing 747SP (PW JT9D)	
BOEING COMPANY (THE)	757-200	B757	Boeing 757-200/300 (PW 2000)	
BOEING COMPANY (THE)	757-200PF	B757	Boeing 757-200/300 (PW 2000)	
BOEING COMPANY (THE)	757-300	B757	Boeing 757-200/300 (PW 2000)	
BOEING COMPANY (THE)	757-200	B757	Boeing 757-200/300 (RR RB211)	
BOEING COMPANY (THE)	757-200PF	B757	Boeing 757-200/300 (RR RB211)	
BOEING COMPANY (THE)	757-300	B757	Boeing 757-200/300 (RR RB211)	
BOEING COMPANY (THE)	767-200	B767	Boeing 767-200/300 (PW 4000)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	767-300	B767	Boeing 767-200/300 (PW 4000)	
BOEING COMPANY (THE)	767-300CF	B767	Boeing 767-200/300 (PW 4000)	
BOEING COMPANY (THE)	767-200	B767	Boeing 767-200/300 (PW JT9D)	
BOEING COMPANY (THE)	767-300	B767	Boeing 767-200/300 (PW JT9D)	
BOEING COMPANY (THE)	767-300CF	B767	Boeing 767-200/300 (PW JT9D)	
BOEING COMPANY (THE)	767-200	B767	Boeing 767-200/300/400 (GE CF6)	
BOEING COMPANY (THE)	767-300	B767	Boeing 767-200/300/400 (GE CF6)	
BOEING COMPANY (THE)	767-300CF	B767	Boeing 767-200/300/400 (GE CF6)	
BOEING COMPANY (THE)	767-300F	B767	Boeing 767-200/300/400 (GE CF6)	
BOEING COMPANY (THE)	767-400ER	B767	Boeing 767-200/300/400 (GE CF6)	
BOEING COMPANY (THE)	767-300	B767	Boeing 767-300 (RR RB211)	
BOEING COMPANY (THE)	777-200	B777	Boeing 777-200/300 (GE 90)	
BOEING COMPANY (THE)	777-200LR	B777	Boeing 777-200/300 (GE 90)	
BOEING COMPANY (THE)	777-300ER	B777	Boeing 777-200/300 (GE 90)	
BOEING COMPANY (THE)	777F	Freighter	Boeing 777-200/300 (GE 90)	
BOEING COMPANY (THE)	777-200	B777	Boeing 777-200/300 (PW 4000)	
BOEING COMPANY (THE)	777-300	B777	Boeing 777-200/300 (PW 4000)	
BOEING COMPANY (THE)	777-200	B777	Boeing 777-200/300 (RR Trent 800)	
BOEING COMPANY (THE)	777-300	B777	Boeing 777-200/300 (RR Trent 800)	
BOEING COMPANY (THE)	787-10	Dreamliner	Boeing 787-8/9/10 (GENx)	
BOEING COMPANY (THE)	787-8	Dreamliner	Boeing 787-8/9/10 (GENx)	
BOEING COMPANY (THE)	787-9	Dreamliner	Boeing 787-8/9/10 (GENx)	
BOEING COMPANY (THE)	787-10	Dreamliner	Boeing 787-8/9/10 (RR Trent 1000)	
BOEING COMPANY (THE)	787-8	Dreamliner	Boeing 787-8/9/10 (RR Trent 1000)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOEING COMPANY (THE)	787-9	Dreamliner	Boeing 787-8/9/10 (RR Trent 1000)	
BOMBARDIER	BD-100-1A10	Challenger 300 Challenger 350	Bombardier BD-100-1A10 (Honeywell AS907)	
BOMBARDIER	BD-700-1A11	Global 5000 Global 5000 GVFD Global 5500	Bombardier BD-700 Series (RRD BR700-710)	
BOMBARDIER	BD-700-1A10	Global Express Global 6000 Global 6500	Bombardier BD-700 Series (RRD BR700-710)	
BOMBARDIER	BD-700-2A12	Global 7500	Bombardier BD-700 2A12 (GE Passport 20)	
BOMBARDIER	CL-600-1A11 (600)	Challenger 600	Bombardier CL-600-1A11 (Honeywell ALF502)	
BOMBARDIER	CL-600-2A12 (601 Variant)	Challenger 601	Bombardier CL-600-2A12/2B16 (601/601-3A/3R Variant) (GE CF34)	
BOMBARDIER	CL-600-2B16 (601-3A Variant)	Challenger 601-3A	Bombardier CL-600-2A12/2B16 (601/601-3A/3R Variant) (GE CF34)	
BOMBARDIER	CL-600-2B16 (601-3R Variant)	Challenger 601-3R	Bombardier CL-600-2A12/2B16 (601/601-3A/3R Variant) (GE CF34)	
BOMBARDIER	CL-600-2B16 (604 Variant)	Challenger 604 (MSN < 5701) Challenger 605 (5701<=MSN <= 5990) Challenger 650 (MSN ≥ 6050)	Bombardier CL-600-2B16 (604 Variant) (GE CF34)	
BOMBARDIER	CL-600-2B19 (RJ Series 100)	Regional Jet Series 100/200/440/ Challenger 850/ CRJ SE	Bombardier CL-600-2B19 (GE CF34)	
BOMBARDIER	CL-600-2E25 (RJ Series 1000)	Regional Jet Series 1000	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	
BOMBARDIER	CL-600-2C10 (RJ 700/701/702)	Regional Jet Series 700/701/702	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	
BOMBARDIER	CL-600-2D15 (RJ Series 705)	Regional Jet Series 705	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	
BOMBARDIER	CL-600-2D24 (RJ Series 900)	Regional Jet Series 900	Bombardier CL-600-2C10/2D15/2D24/2E25 (GE CF34)	
BOMBARDIER	DHC-8-102	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-103	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BOMBARDIER	DHC-8-106	DHC-8 Series 100	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-201	DHC-8 Series 200	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-202	DHC-8 Series 200	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-301	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-311	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-314	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-315	DHC-8 Series 300	Bombardier DHC-8-100/200/300 (PWC PW 120)	
BOMBARDIER	DHC-8-401	DHC-8 Series 400	Bombardier DHC-8-400 (PWC PW150)	
BOMBARDIER	DHC-8-402	DHC-8 Series 400	Bombardier DHC-8-400 (PWC PW150)	
BOMBARDIER	CL-215-1A10		Canadair CL-215 (PW R2800)	
BOMBARDIER	CL-215-6B11 (CL-215T Variant)		Canadair CL-215 (PWC PW120)	
BOMBARDIER	CL-215-6B11 (CL-415 Variant)		Canadair CL-415 (PWC PW123)	
CIRRUS Design Corporation	SF50		CIRRUS SF50 (Williams FJ33)	
DAHER AEROSPACE	TBM700 A		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 B		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 C1		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 C2		Socata TBM700 (PWC PT6)	
DAHER AEROSPACE	TBM700 N		Socata TBM700 (PWC PT6)	
DASSAULT AVIATION	Falcon 10		Falcon 10 (Honeywell TFE731)	
DASSAULT AVIATION	Fan Jet Falcon	(Basic) Fan Jet Falcon	Falcon 20 (GE CF700)	
DASSAULT AVIATION	Fan Jet Falcon C		Falcon 20 (GE CF700)	
DASSAULT AVIATION	Fan Jet Falcon D		Falcon 20 (GE CF700)	
DASSAULT AVIATION	Fan Jet Falcon E		Falcon 20 (GE CF700)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
DASSAULT AVIATION	Fan Jet Falcon F		Falcon 20 (GE CF700)	
DASSAULT AVIATION	Fan Jet Falcon G		Falcon 200 (Honeywell ATF 3-6)	
DASSAULT AVIATION	Mystère Falcon 200		Falcon 200 (Honeywell ATF 3-6)	
DASSAULT AVIATION	Mystère Falcon 20GF		Falcon 200 (Honeywell ATF 3-6)	
DASSAULT AVIATION	Falcon 2000		Falcon 2000 (CFE 738)	
DASSAULT AVIATION	Falcon 2000EX		Falcon 2000EX (PWC PW308)	OSD approved on 30.10.2015.
DASSAULT AVIATION	Falcon 2000EX	F2000EX EASy F2000DX F2000LX F2000LXS F2000S	Falcon 2000EX EASy (PWC PW308C)	OSD approved on 30.10.2015.
DASSAULT AVIATION	Mystère Falcon 20-C5		Falcon 20-5 (Honeywell TFE731)	
DASSAULT AVIATION	Mystère Falcon 20-D5		Falcon 20-5 (Honeywell TFE731)	
DASSAULT AVIATION	Mystère Falcon 20-E5		Falcon 20-5 (Honeywell TFE731)	
DASSAULT AVIATION	Mystère Falcon 20-F5		Falcon 20-5 (Honeywell TFE731)	
DASSAULT AVIATION	Mystère Falcon 50		Falcon 50 (Honeywell TFE731)	
DASSAULT AVIATION	Mystère Falcon 50	F50EX	Falcon 50EX (Honeywell TFE731)	
DASSAULT AVIATION	Falcon 7X	Falcon 7X Falcon 8X	Falcon 7X (PW307)	OSD approved on 30.6.2016.
DASSAULT AVIATION	Mystère Falcon 900	Falcon 900 Falcon 900B	Falcon 900 (Honeywell TFE731)	
DASSAULT AVIATION	Mystère Falcon 900	F900C	Falcon 900C/EX (Honeywell TFE 731)	
DASSAULT AVIATION	Falcon 900EX		Falcon 900C/EX (Honeywell TFE 731)	
DASSAULT AVIATION	Falcon 900EX	F900EX EASy F900DX F900LX	Falcon 900EX EASy (Honeywell TFE731)	
DORNIER SEAWINGS GmbH	Seastar CD2		Dornier Seastar CD2 (PWC PT6)	
EADS CASA	C-212-CB	Aviocar	CASA C-212 (Honeywell TPE331)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
EADS CASA	C-212-CC	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-CD	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-CE	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-CF	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-DD	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-DF	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-EE	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-VA	Aviocar	CASA C-212 (Honeywell TPE331)	
EADS CASA	C-212-DE	Aviocar	CASA C-212 (PWC PT6)	
EADS CASA	C-295		CASA C-295 (PWC PW127)	
EADS CASA	CN-235		CASA CN-235 (GE CT7)	
EADS CASA	CN-235-100		CASA CN-235 (GE CT7)	
EADS CASA	CN-235-200		CASA CN-235 (GE CT7)	
EADS CASA	CN-235-300		CASA CN-235 (GE CT7)	
ECLIPSE AEROSPACE Inc.	EA500		Eclipse EA500 (PWC PW610)	
EMBRAER S.A.	EMB-110K1	Bandeirante	Embraer EMB-110 (PWC PT6)	
EMBRAER S.A.	EMB-110P1	Bandeirante	Embraer EMB-110 (PWC PT6)	
EMBRAER S.A.	EMB-110P2	Bandeirante	Embraer EMB-110 (PWC PT6)	
EMBRAER S.A.	EMB-120	Brasilia	Embraer EMB-120 (PWC PW110 Series)	
EMBRAER S.A.	EMB-120ER	Brasilia	Embraer EMB-120 (PWC PW110 Series)	
EMBRAER S.A.	EMB-120RT	Brasilia	Embraer EMB-120 (PWC PW110 Series)	
EMBRAER S.A.	EMB-121A	Xingu I	Embraer EMB-121 (PWC PT6)	
EMBRAER S.A.	EMB-121A1	Xingu II	Embraer EMB-121 (PWC PT6)	
EMBRAER S.A.	EMB-135BJ	Legacy 600 Legacy 650	Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-135ER		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-135LR		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145EP		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145ER		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145EU		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145LR		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145LU		Embraer EMB-135/145 (RR Corp AE3007A)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
EMBRAER S.A.	EMB-145MK		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-145MP		Embraer EMB-135/145 (RR Corp AE3007A)	
EMBRAER S.A.	EMB-500	Phenom 100	Embraer EMB-500 (PWC PW617)	
EMBRAER S.A.	EMB-505	Phenom 300	Embraer EMB-505 (PWC PW535)	
EMBRAER S.A.	EMB-545	Legacy 450	Embraer EMB-545/550 (Honeywell AS907)	
EMBRAER S.A.	EMB-550	Legacy 500	Embraer EMB-545/550 (Honeywell AS907)	
EMBRAER S.A.	ERJ 170-100 LR	ERJ-170	Embraer ERJ-170 Series (GE CF34)	
EMBRAER S.A.	ERJ 170-100 STD	ERJ-170	Embraer ERJ-170 Series (GE CF34)	
EMBRAER S.A.	ERJ 170-200 LR	ERJ-175	Embraer ERJ-170 Series (GE CF34)	
EMBRAER S.A.	ERJ 170-200 STD	ERJ-175	Embraer ERJ-170 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-100 LR	ERJ-190	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-100 SR	ERJ-190	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-100 STD	ERJ-190	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-100 IGW	ERJ-190 AR	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-200 LR	ERJ-195	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-200 STD	ERJ-195	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-200 IGW	ERJ-195 AR	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-100 ECJ	Lineage 1000	Embraer ERJ-190 Series (GE CF34)	
EMBRAER S.A.	ERJ 190-300	EMBRAER 190E2	Embraer ERJ-190 Series (PW 1900G)	
EMBRAER S.A.	ERJ 190-400	EMBRAER 195-E2	Embraer ERJ-190 Series (PW 1900G)	
FOKKER SERVICES	F27 Mark 050	Fokker 50	Fokker 50/60 Series (PWC PW 125/127)	
FOKKER SERVICES	F27 Mark 0502	Fokker 50	Fokker 50/60 Series (PWC PW 125/127)	
FOKKER SERVICES	F27 Mark 0604	Fokker 60	Fokker 50/60 Series (PWC PW 125/127)	
FOKKER SERVICES	F28 Mark 0100	Fokker 100	Fokker 70/100 (RRD Tay)	
FOKKER SERVICES	F28 Mark 0070	Fokker 70	Fokker 70/100 (RRD Tay)	
FOKKER SERVICES	F27 Mark 100	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
FOKKER SERVICES	F27 Mark 200	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	
FOKKER SERVICES	F27 Mark 300	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	
FOKKER SERVICES	F27 Mark 400	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	
FOKKER SERVICES	F27 Mark 500	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	
FOKKER SERVICES	F27 Mark 600	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	
FOKKER SERVICES	F27 Mark 700	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	
FOKKER SERVICES	F28 Mark 1000	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 1000C	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 2000	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 3000	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 3000C	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 3000R	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 3000RC	Fellowship	Fokker F28 Series (RRD Spey)	
FOKKER SERVICES	F28 Mark 4000	Fellowship	Fokker F28 Series (RRD Spey)	
GROB Aircraft AG	G520 EGRETT		Grob G 520 Series (Honeywell TPE331)	
GROB Aircraft AG	G520T		Grob G 520 Series (Honeywell TPE331)	
GULFSTREAM AEROSPACE Corporation	G-1159	Gulfstream II	Gulfstream G-1159 Series (RRD Spey)	
GULFSTREAM AEROSPACE Corporation	G-1159A	Gulfstream IIB	Gulfstream G-1159 Series (RRD Spey)	
GULFSTREAM AEROSPACE Corporation	G-1159B	Gulfstream III	Gulfstream G-1159 Series (RRD Spey)	
GULFSTREAM AEROSPACE Corporation	G-159	Gulfstream I	Gulfstream G-159 (RRD Dart)	
GULFSTREAM AEROSPACE Corporation	G-IV	Gulfstream G-IV/GIV-SP	Gulfstream GIV/GIV-SP Series (RRD Tay)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
GULFSTREAM AEROSPACE Corporation	GIV-X	Gulfstream G350 Gulfstream G450	Gulfstream GIV-X Series (RRD Tay)	
GULFSTREAM AEROSPACE Corporation	GV	Gulfstream GV	Gulfstream GV basic model (RRD BR710)	
GULFSTREAM AEROSPACE Corporation	GVI (G650)	G650 G650ER	Gulfstream GVI (RRD BR725)	
GULFSTREAM AEROSPACE Corporation	GVII-G500		Gulfstream GVII (PWC PW800GA)	OSD mandatory.
GULFSTREAM AEROSPACE Corporation	GVII-G600		Gulfstream GVII (PWC PW800GA)	Not yet certified. OSD mandatory.
GULFSTREAM AEROSPACE Corporation	GV-SP	Gulfstream G500 Gulfstream G550	Gulfstream GV-SP Series (RRD BR710)	
GULFSTREAM AEROSPACE LP (GALP)	1125 Westwind Astra	Astra	Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)	
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream 100/Astra SPX	G100/Astra SPX	Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)	
GULFSTREAM AEROSPACE LP (GALP)	1125 Astra SP		Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)	
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream 200/Galaxy	G200/Galaxy	Gulfstream (IAI) 200/Galaxy (PWC PW306)	
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream G150	G150	Gulfstream (IAI) G150 (Honeywell TFE731)	
GULFSTREAM AEROSPACE LP (GALP)	Gulfstream G280	G280	Gulfstream (IAI) G280 (Honeywell AS907)	
HAWKER BEECHCRAFT	BAe.125 Series 800A	BAe.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	BAe.125 Series 800B	BAe.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	BH.125 Series 400A	BH.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	BH.125 Series 600A	BH.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	DH.125 Series 1A	DH.125	BAe 125 Series (Honeywell TFE731)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
HAWKER BEECHCRAFT	DH.125 Series 3A	DH.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	DH.125 Series 3A/RA	DH.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	DH.125 Series 400A	DH.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series 400A	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series 600A	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series 700A	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series 700B	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series F3B	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 series F3B/RA	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series F400B	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 Series F403B	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 series F600B	HS.125	BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	Hawker 800		BAe 125 Series (Honeywell TFE731)	
HAWKER BEECHCRAFT	HS.125 series F400	'Hawker Siddeley'	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 series F600	'Hawker Siddeley'	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	BH.125 Series 400A	BH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	BH.125 Series 600A	BH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	DH.125 Series 1A	DH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	DH.125 Series 1A/R-522	DH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	DH.125 Series 1A/S-522	DH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	DH.125 Series 1A-522	DH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	DH.125 Series 3A/R	DH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	DH.125 Series 400A	DH.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 1B	HS.125	BAe 125 Series (RR Viper)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
HAWKER BEECHCRAFT	HS.125 Series 1B/R-522	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 1B/S-522	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 1B-522	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 3B	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 3B/R	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 3B/RA	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 3B/RB	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 3B/RC	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 400A	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 400B	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 400B/1	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 401B	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 403A(C)	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 403B	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 600A	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 600B	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 600B/1	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 600B/2	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	HS.125 Series 600B/3	HS.125	BAe 125 Series (RR Viper)	
HAWKER BEECHCRAFT	BAe.125 Series 1000A	BAe.125	BAe 125 Series 1000 (PWC PW305)	
HAWKER BEECHCRAFT	BAe.125 Series 1000B	BAe.125	BAe 125 Series 1000 (PWC PW305)	
HAWKER BEECHCRAFT	Hawker 1000		BAe 125 Series 1000 (PWC PW305)	
HAWKER BEECHCRAFT	Hawker 750	Hawker 750	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
HAWKER BEECHCRAFT	Hawker 800XP	Hawker 800XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	
HAWKER BEECHCRAFT	Hawker 850XP	Hawker 850XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	
HAWKER BEECHCRAFT	Hawker 900XP	Hawker 900XP	BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)	
HAWKER BEECHCRAFT	400T	(TX) Beechjet	Beech 400/Mitsubishi MU-300 (PWC JT15)	
HAWKER BEECHCRAFT	400	Beechjet	Beech 400/Mitsubishi MU-300 (PWC JT15)	
HAWKER BEECHCRAFT	400A	Beechjet (Hawker 400XP)	Beech 400/Mitsubishi MU-300 (PWC JT15)	
HAWKER BEECHCRAFT	MU-300 (Diamond I)	Diamond I Diamond IA	Beech 400/Mitsubishi MU-300 (PWC JT15)	
HAWKER BEECHCRAFT	MU-300-10 (Diamond II)	Diamond II	Beech 400/Mitsubishi MU-300 (PWC JT15)	
HONDA AIRCRAFT COMPANY LLC.	HA-420	HondaJet	Honda Aircraft HA-420 (HF120)	
ISRAEL AIRCRAFT INDUSTRIES	IAI 1123	Commodore Jet	IAI 1121/1123 (GE CJ610)	
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121	Jetcommander	IAI 1121/1123 (GE CJ610)	
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121A	Jetcommander	IAI 1121/1123 (GE CJ610)	
ISRAEL AIRCRAFT INDUSTRIES	IAI 1121B	Jetcommander	IAI 1121/1123 (GE CJ610)	
ISRAEL AIRCRAFT INDUSTRIES	IAI 1124	Westwind	IAI 1124 (Honeywell TFE731)	
ISRAEL AIRCRAFT INDUSTRIES	IAI 1124A	Westwind	IAI 1124 (Honeywell TFE731)	
JSC Sukhoi Civil Aircraft	RRJ-95B	Superjet 100	RRJ-95 (PowerJet SaM146)	
LEARJET	23 (Learjet)		Learjet 23 (GE CJ610)	
LEARJET	24		Learjet 24/25 (GE CJ610)	
LEARJET	25		Learjet 24/25 (GE CJ610)	
LEARJET	24A		Learjet 24/25 (GE CJ610)	
LEARJET	24B		Learjet 24/25 (GE CJ610)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
LEARJET	24B-A		Learjet 24/25 (GE CJ610)	
LEARJET	24D		Learjet 24/25 (GE CJ610)	
LEARJET	24D-A		Learjet 24/25 (GE CJ610)	
LEARJET	24F		Learjet 24/25 (GE CJ610)	
LEARJET	24F-A		Learjet 24/25 (GE CJ610)	
LEARJET	25B		Learjet 24/25 (GE CJ610)	
LEARJET	25C		Learjet 24/25 (GE CJ610)	
LEARJET	25D		Learjet 24/25 (GE CJ610)	
LEARJET	25F		Learjet 24/25 (GE CJ610)	
LEARJET	31		Learjet 31 (Honeywell TFE731)	
LEARJET	31A		Learjet 31 (Honeywell TFE731)	
LEARJET	35		Learjet 35/36 (Honeywell TFE731)	
LEARJET	36		Learjet 35/36 (Honeywell TFE731)	
LEARJET	35A		Learjet 35/36 (Honeywell TFE731)	
LEARJET	36A		Learjet 35/36 (Honeywell TFE731)	
LEARJET	Learjet Model 45	Learjet 45 Learjet 40 Learjet 75 Learjet 70	Learjet 45 (Honeywell TFE731)	
LEARJET	55		Learjet 55 (Honeywell TFE731)	
LEARJET	55B		Learjet 55 (Honeywell TFE731)	
LEARJET	55C		Learjet 55 (Honeywell TFE731)	
LEARJET	60	Learjet 60	Learjet 60 (PWC PW305)	
LOCKHEED MARTIN Corporation	1329-25	JetStar II	Lockheed 1329 (Honeywell TFE731)	
LOCKHEED MARTIN Corporation	1329-23D	JetStar	Lockheed 1329 PW (PW JT12)	
LOCKHEED MARTIN Corporation	188A	Electra	Lockheed 188 (RR Corp 501)	
LOCKHEED MARTIN Corporation	188C	Electra	Lockheed 188 (RR Corp 501)	
LOCKHEED MARTIN Corporation	382G	Hercules	Lockheed 382 (RR Corp 501)	
LOCKHEED MARTIN Corporation	L-1011-385-1	TriStar	Lockheed L-1011 (RR RB211)	
LOCKHEED MARTIN Corporation	L-1011-385-1-15	TriStar	Lockheed L-1011 (RR RB211)	
LOCKHEED MARTIN Corporation	L-1011-385-3	TriStar	Lockheed L-1011 (RR RB211)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
M7 AEROSPACE	SA226-AT		Fairchild SA226 Series (Honeywell TPE331)	
M7 AEROSPACE	SA226-T		Fairchild SA226 Series (Honeywell TPE331)	
M7 AEROSPACE	SA226-T(B)		Fairchild SA226 Series (Honeywell TPE331)	
M7 AEROSPACE	SA226-TC		Fairchild SA226 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-AC	Swearingen Metro	Fairchild SA227 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-BC	Swearingen Metro	Fairchild SA227 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-AT		Fairchild SA227 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-CC		Fairchild SA227 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-DC		Fairchild SA227 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-TT		Fairchild SA227 Series (Honeywell TPE331)	
M7 AEROSPACE	SA227-PC	Swearingen Metro	Fairchild SA227 Series (PWC PT6)	
M7 AEROSPACE	SA26AT		Fairchild SA26AT (Honeywell TPE331)	
M7 AEROSPACE	SA-26-T		Fairchild SA26-T (PWC PT6)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-10		DC-10/MD-10 (GE CF6)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-30		DC-10/MD-10 (GE CF6)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-30F		DC-10/MD-10 (GE CF6)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-71	DC-8-70	DC-8 (CFM56)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-71F	DC-8-70	DC-8 (CFM56)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-72	DC-8-70	DC-8 (CFM56)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-73	DC-8-70	DC-8 (CFM56)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-73F	DC-8-70	DC-8 (CFM56)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-52	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-53	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-55	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8F-54	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8F-55	DC-8	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-61	DC-8-60	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-61F	DC-8-60	DC-8 (PW JT3D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-62	DC-8-60	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-62F	DC-8-60	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-63	DC-8-60	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-63F	DC-8-60	DC-8 (PW JT3D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-33	DC-8	DC-8 (PW JT4A)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-14	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-15	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-21	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-32	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-33F	DC-9	DC-9 (PW JT8D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-34	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-34F	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-41	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-51	DC-9	DC-9 (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	717-200	717	MD 717-200 (RRD BR700-715)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11	MD-11	MD-11 (GE CF6)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11F	MD-11	MD-11 (GE CF6)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11	MD-11	MD-11 (PW 4000)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11F	MD-11	MD-11 (PW 4000)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-81 (MD-81)	MD-81	MD-80 Series (PW JT8D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-82 (MD-82)	MD-82	MD-80 Series (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-83 (MD-83)	MD-83	MD-80 Series (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-87 (MD-87)	MD-87	MD-80 Series (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-88		MD-80 Series (PW JT8D)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-90 Series		MD-90 (IAE V2500)	
MITSUBISHI Heavy Industries	MU-2B		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-10 (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-20		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-20 (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-25		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-25 (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-26 (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-26A		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-26A (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-30		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-35		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-36		Mitsubishi MU-2B (Honeywell TPE331)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
MITSUBISHI Heavy Industries	MU-2B-36A (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-40 (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
MITSUBISHI Heavy Industries	MU-2B-60 (USA)		Mitsubishi MU-2B (Honeywell TPE331)	
Nomad TC Pty Ltd	N22		Nomad N22/24 Series (RR Corp 250)	
Nomad TC Pty Ltd	N22B		Nomad N22/24 Series (RR Corp 250)	
Nomad TC Pty Ltd	N22C		Nomad N22/24 Series (RR Corp 250)	
Nomad TC Pty Ltd	N22S		Nomad N22/24 Series (RR Corp 250)	
Nomad TC Pty Ltd	N24		Nomad N22/24 Series (RR Corp 250)	
Nomad TC Pty Ltd	N24A		Nomad N22/24 Series (RR Corp 250)	
PIAGGIO Aero Industries	P.166 DP1		Piaggio P166 (PWC PT6)	
PIAGGIO Aero Industries	P180	Avanti	Piaggio P180 Avanti/Avanti II (PWC PT6)	
PIAGGIO Aero Industries	P180	Avanti II	Piaggio P180 Avanti/Avanti II (PWC PT6)	
PILATUS AIRCRAFT	PC-12		Pilatus PC-12 (PWC PT6)	
PILATUS AIRCRAFT	PC-12/45		Pilatus PC-12 (PWC PT6)	
PILATUS AIRCRAFT	PC-12/47		Pilatus PC-12 (PWC PT6)	
PILATUS AIRCRAFT	PC-12/47E		Pilatus PC-12 (PWC PT6)	
PILATUS AIRCRAFT	PC-24		Pilatus PC-24 (Williams FJ44)	
PIPER AIRCRAFT	PA-31T (Cheyenne/Cheyenne II)	Cheyenne / Cheyenne II	Piper PA-31T Series (PWC PT6)	
PIPER AIRCRAFT	PA-31T1 (Chey. I/ Cheyenne IA)	Cheyenne I / Cheyenne 1A	Piper PA-31T Series (PWC PT6)	
PIPER AIRCRAFT	PA-31T2 (Cheyenne IIXL)	Cheyenne IIXL	Piper PA-31T Series (PWC PT6)	
PIPER AIRCRAFT	PA-31T3	T-1040	Piper PA-31T Series (PWC PT6)	
PIPER AIRCRAFT	PA-42-1000 (Cheyenne 400LS)	Cheyenne 400LS	Piper PA-42 (Honeywell TPE-331)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
PIPER AIRCRAFT	PA-42 (Cheyenne III)	Cheyenne III	Piper PA-42 (PWC PT6)	
PIPER AIRCRAFT	PA-42-720R	Cheyenne III	Piper PA-42 (PWC PT6)	
PIPER AIRCRAFT	PA-42-720 (Cheyenne IIIA)	Cheyenne IIIA	Piper PA-42 (PWC PT6)	
PIPER AIRCRAFT	PA-46-600TP	M600	Piper PA-46-500TP/600TP (PWC PT6)	
PIPER AIRCRAFT	PA-46-500TP	Malibu Meridian	Piper PA-46-500TP/600TP (PWC PT6)	
POLSKIE ZAKLADY LOTNICZE	PZL M28 00		PZL M 28 (PWC PT6)	
POLSKIE ZAKLADY LOTNICZE	PZL M28 02		PZL M 28 (PWC PT6)	
POLSKIE ZAKLADY LOTNICZE	PZL M28 05		PZL M 28 (PWC PT6)	
PT. DIRGANTARA INDONESIA	CN-235		CASA CN-235 (GE CT7)	
PT. DIRGANTARA INDONESIA	CN-235-100		CASA CN-235 (GE CT7)	
PT. DIRGANTARA INDONESIA	CN-235-110		CASA CN-235 (GE CT7)	
RUAG Aerospace GmbH (DORNIER)	Dornier 228- 100		Dornier 228 (Honeywell TPE331)	
RUAG Aerospace GmbH (DORNIER)	Dornier 228- 101		Dornier 228 (Honeywell TPE331)	
RUAG Aerospace GmbH (DORNIER)	Dornier 228- 200		Dornier 228 (Honeywell TPE331)	
RUAG Aerospace GmbH (DORNIER)	Dornier 228- 201		Dornier 228 (Honeywell TPE331)	
RUAG Aerospace GmbH (DORNIER)	Dornier 228- 202		Dornier 228 (Honeywell TPE331)	
RUAG Aerospace	Dornier 228- 212		Dornier 228 (Honeywell TPE331)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
GmbH (DORNIER)				
RUAG Aerospace GmbH (DORNIER)	Do 28 D-6		Dornier Do 28 Series (PWC PT6)	
RUAG Aerospace GmbH (DORNIER)	Dornier 128-6		Dornier Do 28 Series (PWC PT6)	
SAAB AB, SAAB Aerosystems	Saab SF340A	Saab-Fairchild 340A	Saab (SF) 340 (GE CT7)	
SAAB AB, SAAB Aerosystems	Saab 340B		Saab (SF) 340 (GE CT7)	
SAAB AB, SAAB Aerosystems	Saab 2000		Saab 2000 (RR Corp AE2100)	
SHORT BROTHERS PLC	SC7 Series 3	Skyvan	Shorts SC7 (Honeywell TPE331)	
SHORT BROTHERS PLC	SD3-30	Variant 200	Shorts SD3 Series-30/SD3-60 (PWC PT6)	
SHORT BROTHERS PLC	SD3-60	Variant 200	Shorts SD3 Series-30/SD3-60 (PWC PT6)	
SHORT BROTHERS PLC	SD3-60 SHERPA	Variant 200	Shorts SD3 Series-30/SD3-60 (PWC PT6)	
SHORT BROTHERS PLC	SD3-SHERPA	Variant 200	Shorts SD3 Series-30/SD3-60 (PWC PT6)	
Textron Aviation Defense LLC	Model 3000 (PM Series)		Textron Defense 3000 (PWC PT6)	Pending OSD approval.
TEXTRON AVIATION Inc.	1900	Airliner	Beech 1900 (PWC PT6)	
TEXTRON AVIATION Inc.	1900C	Airliner	Beech 1900 (PWC PT6)	
TEXTRON AVIATION Inc.	1900D	Airliner	Beech 1900 (PWC PT6)	
TEXTRON AVIATION Inc.	200C		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	200CT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	200T		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A200		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A200C		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A200CT		Beech 200 Series (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
TEXTRON AVIATION Inc.	B200		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200C		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200CGT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200CT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200GT		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B200T		Beech 200 Series (PWC PT6)	
TEXTRON AVIATION Inc.	300	Super King Air	Beech 300 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B300	Super King Air 350	Beech 300 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B300C	Super King Air 350 C	Beech 300 Series (PWC PT6)	
TEXTRON AVIATION Inc.	390	Premier I (RB s/n 1-101 and 103-134). Premier IA (avionics and interior upgrades s/n 102 and 135).	Beech 390 (Williams FJ44)	
TEXTRON AVIATION Inc.	65-90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-1	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-2	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-3	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	65-A90-4	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	B90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90A	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90GT	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	C90GTi	King Air	Beech 90 Series (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
TEXTRON AVIATION Inc.	E90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	H90	King Air	Beech 90 Series (PWC PT6)	
TEXTRON AVIATION Inc.	A100-1	King Air	Beech 99/100 Series (PWC PT6)	
TEXTRON AVIATION Inc.	402C	Businessliner Utiliner	Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	414A	Chancellor	Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	421B	Golden Eagle	Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	421C	Golden Eagle	Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	404	Titan	Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	401		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	402		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	411		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	414		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	421		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	401A		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	401B		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	402A		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	402B		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	411A		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	421A		Cessna 400 Series (Continental)	
TEXTRON AVIATION Inc.	425	Corsair / Conquest I	Cessna 425 (PWC PT6)	
TEXTRON AVIATION Inc.	441	Conquest	Cessna 441 (Honeywell TPE331)	
TEXTRON AVIATION Inc.	560	Citation V Citation Ultra	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	500	Citation / Citation I	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	550	Citation II	Cessna 500/550/560 (PWC JT15D)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
TEXTRON AVIATION Inc.	S550	Citation S/II C	Cessna 500/550/560 (PWC JT15D)	
TEXTRON AVIATION Inc.	501	Citation I	Cessna 501/551 (PWC JT15D)	
TEXTRON AVIATION Inc.	551	Citation II	Cessna 501/551 (PWC JT15D)	
TEXTRON AVIATION Inc.	510	Citation Mustang	Cessna 510 (PWC PW615)	
TEXTRON AVIATION Inc.	525	Citation Jet (CJ) (s/n 1 - 359); Citation Jet 1 (CJ1) (s/n 360 - 599); Citation Jet1+ (CJ1+) (s/n 600 - 684 and 686 - 701); M2 (s/n 800 – and up).	Cessna 525/525A/525B (Williams FJ44)	
TEXTRON AVIATION Inc.	525A	Citation Jet CJ2	Cessna 525/525A/525B (Williams FJ44)	
TEXTRON AVIATION Inc.	525B	Citation Jet CJ3	Cessna 525/525A/525B (Williams FJ44)	
TEXTRON AVIATION Inc.	525C	Citation Jet CJ4	Cessna 525C (Williams FJ44)	
TEXTRON AVIATION Inc.	550	Citation Bravo	Cessna 550/560 (PWC PW530/535)	
TEXTRON AVIATION Inc.	560	Citation Encore Citation Encore +	Cessna 550/560 (PWC PW530/535)	
TEXTRON AVIATION Inc.	560XL	Citation Excel Citation XLS Citation XLS+	Cessna 560XL/XLS (PWC PW545)	
TEXTRON AVIATION Inc.	650	Citation III Citation VI Citation VII	Cessna 650 (Honeywell TFE731)	
TEXTRON AVIATION Inc.	680	Citation Sovereign Citation Sovereign +	Cessna 680 (PWC PW306)	
TEXTRON AVIATION Inc.	680A	Latitude	Cessna 680 (PWC PW306)	
TEXTRON AVIATION Inc.	750	Citation X	Cessna 750 (RR AE3007C)	
TEXTRON AVIATION Inc.	4000	Hawker 4000	Hawker 4000 (PWC PW308)	
TUPOLEV PSC	TU 204-120CE		Tupolev TU 204 (RR RB211)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Turkish Aerospace Industries, Inc. (TAI)	TT32	HÜRKUŞ	TAI TT32 (PWC PT6)	
TWIN COMMANDER AIRCRAFT Corporation	681	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	690	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	695	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	680T	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	680V	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	680W	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	690A	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	690B	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	690C	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	690D	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER AIRCRAFT Corporation	695A	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
TWIN COMMANDER	695B	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRCRAFT Corporation				
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 400	Twin Otter	De Havilland DHC-6 (PWC PT6)	OSD approved on 28.2.2017.
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 1	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 100	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 110	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 200	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 210	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 300	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 310	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 320	Twin Otter	De Havilland DHC-6 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-7-100		De Havilland DHC-7 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-7-101		De Havilland DHC-7 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-7-102		De Havilland DHC-7 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-7-103		De Havilland DHC-7 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-7-110		De Havilland DHC-7 (PWC PT6)	
VIKING AIR (Bombardier) (De Havilland)	DHC-7-111		De Havilland DHC-7 (PWC PT6)	

GROUP 1 AEROPLANES				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
VULCAIR	AP68TP-300 'Spartacus'	Spartacus	Vulcanair AP68TP Series (RR Corp 250)	
VULCAIR	AP68TP-600 'Viator'	Viator	Vulcanair AP68TP Series (RR Corp 250)	
VULCAIR	SF600		Vulcanair SF600 (RR Corp 250)	
VULCAIR	SF600A		Vulcanair SF600 (RR Corp 250)	

STCs in GROUP 1 AEROPLANES
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GROUP 1 AEROPLANES (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
AEROSERVIS s.r.o.	L 410 UVP-E		Let-410 (PWC PT6)	STC not yet released.
AEROSERVIS s.r.o.	L 410 UVP-E9		Let-410 (PWC PT6)	STC not yet released.
AEROSERVIS s.r.o.	L 410 UVP-E20		Let-410 (PWC PT6)	STC not yet released.
GOMOLZIG FLUGZEUG-UND MASCHINENBAU (STC)	Dornier DO 28 D-2		Dornier Do 28 (Walter M601)	STC No 10015031
JET AVIATION AG (STC)	Fan Jet Falcon E		Falcon 20E (Honeywell TFE731)	
NEXTANT AEROSPACE L.L.C. (STC)	Beech 400A		Beech 400A (Williams FJ44)	STC No 10042353
Sierra Industries Ltd.	501	Citation	Cessna 501 (Williams FJ44)	STC No EASA.IM.A. S.01937
THE MONROE COMPANY, LLC (STC)	Cessna 550		Cessna 550/S550 (Williams FJ 44)	STC No 10053014
THE MONROE COMPANY, LLC (STC)	Cessna S550		Cessna 550/S550 (Williams FJ 44)	STC No 10053014

GROUP 1 HELICOPTERS
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GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AGUSTA	AB 204 B		Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	
AGUSTA	AB 205 A-1		Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	
AGUSTA	AS-61N		Agusta AS61N/Sikorsky S-61N (GE CT58)	
AGUSTA	AS-61N1		Agusta AS61N/Sikorsky S-61N (GE CT58)	
AIRBUS HELICOPTERS	AS 332 C	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	
AIRBUS HELICOPTERS	AS 332 C1	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	
AIRBUS HELICOPTERS	AS 332 L	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	
AIRBUS HELICOPTERS	AS 332 L1	SUPER PUMA Mk I	Eurocopter AS 332 (Turbomeca Makila 1A/1A1)	
AIRBUS HELICOPTERS	AS 332 L2		Eurocopter AS 332 L2 (Turbomeca Makila 1A2)	
AIRBUS HELICOPTERS	AS 355 E	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	
AIRBUS HELICOPTERS	AS 355 F	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	
AIRBUS HELICOPTERS	AS 355 F1	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	
AIRBUS HELICOPTERS	AS 355 F2	Ecureuil II / TwinStar	Eurocopter AS 355 (RR Corp 250)	
AIRBUS HELICOPTERS	AS 355 N	Ecureuil II / TwinStar	Eurocopter AS 355 (Turbomeca Arrius 1)	
AIRBUS HELICOPTERS	AS 355 NP	Ecureuil II / TwinStar	Eurocopter AS 355 (Turbomeca Arrius 1)	
AIRBUS HELICOPTERS	AS 365 N3	Dauphin	Eurocopter AS 365 N3 (Turbomeca Arriel 2C)	
AIRBUS HELICOPTERS	EC 155 B		Eurocopter EC 155 (Turbomeca Arriel 2)	
AIRBUS HELICOPTERS	EC 155 B1		Eurocopter EC 155 (Turbomeca Arriel 2)	
AIRBUS HELICOPTERS	EC 175 B		Eurocopter EC 175 (PWC PT6C)	
AIRBUS HELICOPTERS	EC 225 LP	SUPER PUMA Mk II+ or LP	Eurocopter EC 225 (Turbomeca Makila 2A)	
AIRBUS HELICOPTERS	SA 330 J		Eurocopter SA 330 (Turbomeca Turmo)	
AIRBUS HELICOPTERS	SA 365 C1	Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	SA 365 C2	Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS	SA 365 C3	Dauphin	Eurocopter SA 365 C Series (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 365 N2	Dauphin	Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	SA 365 N1	Dauphin	Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	SA 365 N		Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P3H		AIRBUS HELICOPTERS EC135 P3H (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 P3H		AIRBUS HELICOPTERS EC135 P3H (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T3H		AIRBUS HELICOPTERS EC135 T3H (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T3H		AIRBUS HELICOPTERS EC135 T3H (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 A		BO 105 series (RR Corp 250)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 C		BO 105 series (RR Corp 250)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 D		BO 105 series (RR Corp 250)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 LS A-1		BO 105 series (RR Corp 250)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 LS A-3		BO 105 series (RR Corp 250)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 S		BO 105 series (RR Corp 250)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P1 (CDS)		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P1 (CPDS)		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P2 (CPDS)		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P2+		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P3 (CPDS)		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 P2+		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 P3 (CPDS)		Eurocopter EC 135 (PWC PW206)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T2+		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T1 (CDS)		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T1 (CPDS)		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T2 (CPDS)		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T3 (CPDS)		Eurocopter EC 135 (Turbomeca Arrius 2B)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T1 (CPDS)		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T2+		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC635 T3 (CPDS)		Eurocopter EC 135 (Turbomeca Arrius 2B)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 A-1		Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 A-3		Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 A-4		Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 B-1		Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 B-2		Eurocopter MBB-BK 117 A/B (Honeywell LTS 101)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 C-1		Eurocopter MBB-BK 117 C1 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 C-2	EC145	Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 C-2e	EC145	Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 D-2	EC145 T2	Eurocopter MBB-BK 117 D2 (Turbomeca Arriel 2)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK117 D-2m	H145	Eurocopter MBB-BK 117 D2 (Turbomeca Arriel 2)	
BELL HELICOPTER CANADA	222		Bell 222 (Honeywell LTS 101)	
BELL HELICOPTER CANADA	222B		Bell 222 (Honeywell LTS 101)	
BELL HELICOPTER CANADA	222U		Bell 222 (Honeywell LTS 101)	
BELL HELICOPTER CANADA	230	230 Executive 230 Utility 230 EMS	Bell 230 (RR Corp 250)	
BELL HELICOPTER CANADA	427		Bell 427 (PWC PW207D)	
BELL HELICOPTER CANADA	429		Bell 429 (PWC PW207D)	
BELL HELICOPTER CANADA	430		Bell 430 (RR Corp 250)	
BELL HELICOPTER TEXTRON, INC.	204B		Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	
BELL HELICOPTER TEXTRON, INC.	205A-1		Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	
BELL HELICOPTER TEXTRON, INC.	212		Bell 212 / Agusta AB212 (PWC PT6)	
BELL HELICOPTER TEXTRON, INC.	214B		Bell 214 (Honeywell T5508)	
BELL HELICOPTER TEXTRON, INC.	214B-1		Bell 214 (Honeywell T5508)	
BELL HELICOPTER TEXTRON, INC.	214ST		Bell 214ST (GE CT7)	
BELL HELICOPTER TEXTRON, INC.	412		Bell 412 / Agusta AB412 (PWC PT6)	
BELL HELICOPTER TEXTRON, INC.	412EP		Bell 412 / Agusta AB412 (PWC PT6)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
ERICKSON AIR-CRANE	S-64F		Erickson S-64 (PW JFTD 12)	
KAMAN AEROSPACE CORPORATION	K-1200		Kaman K-1200 (Honeywell T5317)	
KAMOV	Ka-32A11BC		Kamov Ka 32 (Klimov)	
LEONARDO S.p.A.	A109K2		Agusta A109 (Turbomeca Arriel 1)	
LEONARDO S.p.A.	A109S	Grand AW109S	Agusta A109 Series (PWC PW206/207)	
LEONARDO S.p.A.	AW109SP	GrandNew	Agusta A109 Series (PWC PW206/207)	
LEONARDO S.p.A.	A109N	Nexus AW109N	Agusta A109 Series (PWC PW206/207)	
LEONARDO S.p.A.	A109E	Power AW109E	Agusta A109 Series (PWC PW206/207)	
LEONARDO S.p.A.	A109		Agusta A109 Series (RR Corp 250)	
LEONARDO S.p.A.	A109A		Agusta A109 Series (RR Corp 250)	
LEONARDO S.p.A.	A109AII		Agusta A109 Series (RR Corp 250)	
LEONARDO S.p.A.	A109C		Agusta A109 Series (RR Corp 250)	
LEONARDO S.p.A.	A109LUH	AW109LUH	Agusta A109 Series (Turbomeca Arrius 2)	
LEONARDO S.p.A.	A109E	Power AW109E	Agusta A109 Series (Turbomeca Arrius 2)	
LEONARDO S.p.A.	AB139		Agusta AB139 / AW139 (PWC PT6)	
LEONARDO S.p.A.	AW139		Agusta AB139 / AW139 (PWC PT6)	
LEONARDO S.p.A.	EH 101-300		Agusta/Westland EH-101 (GE CT7)	
LEONARDO S.p.A.	EH 101-500		Agusta/Westland EH-101 (GE CT7)	
LEONARDO S.p.A.	EH 101-510		Agusta/Westland EH-101 (GE CT7)	
LEONARDO S.p.A.	AW169		AW169 (PWC 210)	
LEONARDO S.p.A.	AW189		AW189 (GE CT7)	
LEONARDO S.p.A.	AB 212		Bell 212 / Agusta AB212 (PWC PT6)	
LEONARDO S.p.A.	AB 412		Bell 412 / Agusta AB412 (PWC PT6)	
LEONARDO S.p.A.	AB 412 EP		Bell 412 / Agusta AB412 (PWC PT6)	

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
MD HELICOPTERS, Inc.	MD900		MD Helicopters MD900 (PWC PW206/207)	
Philippine Aerospace Development Corp	P-BO 105 C		BO 105 series (RR Corp 250)	
Philippine Aerospace Development Corp	P-BO 105 S		BO 105 series (RR Corp 250)	
PZL-ŚWIDNIK	W-3A		PZL-Swidnik W-3A/W-3AS (Rzeszow PZL-10W)	
PZL-ŚWIDNIK	W-3AS		PZL-Swidnik W-3A/W-3AS (Rzeszow PZL-10W)	
SIKORSKY AIRCRAFT	S-61N		Agusta AS61N/Sikorsky S-61N (GE CT58)	
SIKORSKY AIRCRAFT	S-61NM		Agusta AS61N/Sikorsky S-61N (GE CT58)	
SIKORSKY AIRCRAFT	S-58BT		Sikorsky S-58 (PWC PT6T)	
SIKORSKY AIRCRAFT	S-58DT		Sikorsky S-58 (PWC PT6T)	
SIKORSKY AIRCRAFT	S-58ET		Sikorsky S-58 (PWC PT6T)	
SIKORSKY AIRCRAFT	S-58FT		Sikorsky S-58 (PWC PT6T)	
SIKORSKY AIRCRAFT	S-58HT		Sikorsky S-58 (PWC PT6T)	
SIKORSKY AIRCRAFT	S-58JT		Sikorsky S-58 (PWC PT6T)	
SIKORSKY AIRCRAFT	S-76A	S-76A+ S-76A++	Sikorsky S-76 (Turbomeca Arriel 1)	
SIKORSKY AIRCRAFT	S-76A		Sikorsky S-76A (RR Corp 250)	
SIKORSKY AIRCRAFT	S-76B	S-76B	Sikorsky S-76B (PWC PT6)	
SIKORSKY AIRCRAFT	S-76C		Sikorsky S-76C (Turbomeca Arriel 1)	
SIKORSKY AIRCRAFT	S-76C	S-76C+ S-76C++	Sikorsky S-76C (Turbomeca Arriel 2)	
SIKORSKY AIRCRAFT	S-76D		Sikorsky S-76D (PW210S)	
SIKORSKY AIRCRAFT	S-92A		Sikorsky S-92A (GE CT7-8)	

STCs in GROUP 1 HELICOPTERS

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GROUP 1 HELICOPTERS				
STC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Heli-Air Inc. (STC)	Bell 222		Bell 222 (RR Corp 250)	

GROUP 1 GAS AIRSHIPS (other than ELA2)
ED Decision 2019/024/R

GROUP 1 GAS AIRSHIPS (other than ELA2)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	NOTE
Skyship Services	Skyship 600		Skyship (Porsche)	
Worldwide Aeros Corporation	Aeros 40B		Worldwide Aeros (Continental)	
Zeppelin Luftschifftechnik GmbH & Co KG	LZ N07-100		Zeppelin LZ N07 (Lycoming)	
Zeppelin Luftschifftechnik GmbH & Co KG	LZ N07-101		Zeppelin LZ N07 (Lycoming)	

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (other than those in Group 1)
ED Decision 2019/024/R

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	Part-66 type rating endorsement	Note
AERO VODOCHODY	Ae 270		Aero Ae-270 (PWC PT6)	
AIR TRACTOR, INC.	AT-302		Air Tractor AT-302 (Lycoming LTP101)	
AIR TRACTOR, INC.	AT-400		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-400A		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-402		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-402A		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-402B		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-502		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-502A		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-502B		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-503		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-503A		Air Tractor AT-400/500/600 Series (PWC PT6)	
AIR TRACTOR, INC.	AT-602		Air Tractor AT-400/500/600 Series (PWC PT6)	
ALLIED AG CAT Productions	G-164D		Grumman G-164 (PWC PT6)	
ALLIED AG CAT Productions	G-164D with 73' wing gap		Grumman G-164 (PWC PT6)	
EADS PZL 'WARSZAWA-OKECIE'	PZL-106 BT-601 TURBO KRUK		EADS PZL PZL-106 BT (Walter M601)	
EADS PZL 'WARSZAWA-OKECIE'	PZL-106 BTU-34 TURBO KRUK		EADS PZL PZL-106 BTU (PWC PT6)	
GROB Aircraft AG	G 120TP-A		Grob G 120TP (RR Corp 250)	
LEONARDO S.p.A.	SF260TP		Aermacchi SF260 (RR M250)	ELA1
PACIFIC AEROSPACE Corporation	750XL		PAC 750XL (PWC PT6)	
PILATUS AIRCRAFT	PC-6/B1-H2		Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/B2-H2		Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/B2-H4		Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/B-H2		Pilatus PC-6 (PWC PT6)	ELA2
PILATUS AIRCRAFT	PC-6/C1-H2		Pilatus PC-6 Series (Honeywell TPE 331)	ELA2
PILATUS AIRCRAFT	PC-6/C-H2		Pilatus PC-6 Series (Honeywell TPE 331)	ELA2

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	Part-66 type rating endorsement	Note
PILATUS AIRCRAFT	PC-6/A		Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A1-H2		Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A2-H2		Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A-H1		Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
PILATUS AIRCRAFT	PC-6/A-H2		Pilatus PC-6 Series (Turbomeca Astazou)	ELA2
Quest Aircraft Design LLC	Kodiak 100		Quest Kodiak 100 (PWC PT6)	
SST FLUGTECHNIK GmbH	EA 400-500	<i>EXTRA 500</i>	Extra EA-400-500 (RR Corp 250)	
TEXTRON AVIATION Inc.	208	<i>Caravan I</i>	Cessna 208 Series (PWC PT6)	
TEXTRON AVIATION Inc.	208B	<i>Caravan II</i>	Cessna 208 Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-H80		Thrush S2R Series (GEAC H80)	
THRUSH AIRCRAFT	600 S-2D		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2RHG-T34		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2RHG-T65		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-T11		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-T15		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-T34		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-T45		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-T65		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-T660		Thrush S2R Series (PWC PT6)	
THRUSH AIRCRAFT	S2R-G1		Thrush S2R Series (TPE331)	
THRUSH AIRCRAFT	S2R-G10		Thrush S2R Series (TPE331)	
THRUSH AIRCRAFT	S2R-G5		Thrush S2R Series (TPE331)	
THRUSH AIRCRAFT	S2R-G6		Thrush S2R Series (TPE331)	
VIKING AIR (Bombardier) (De Havilland)	DHC-2 MK III (Turbo-Beaver)	<i>Turbo-Beaver</i>	De Havilland DHC-2 (PWC PT6)	
ZLIN AIRCRAFT	Z 137 T		Zlin Z-37 T Series (Walter M601)	
ZLIN AIRCRAFT	Z 37 T		Zlin Z-37 T Series (Walter M601)	

STCs in SUBGROUP 2a AEROPLANES

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SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1) (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
AERO TWIN, Inc. (STC)	Cessna 208	<i>Cessna 208</i>	Cessna 208/208B (Honeywell TPE331)	STC No 10033295
AERO TWIN, Inc. (STC)	Cessna 208B	<i>Cessna 208B</i>	Cessna 208/208B (Honeywell TPE331)	STC No 10033295
Eichenberger Aviation AG (STC)	P210N		Cessna P210N (RR Corp 250)	ELA2. STC FAA SA1003NE LBA ref.: 0779/625b EASA ref.: 10060053
JETPROP, LLC. (STC)	PA-46-350P	<i>Mirage</i>	Piper PA-46 Pressurised (PWC PT6)	ELA2. STC Nos 10015707, 10016000.
JETPROP, LLC. (STC)	PA-46-310P		Piper PA-46 Pressurised (PWC PT6)	ELA2. STC Nos 10015707, 10016000.
SOLOY, LLC (STC)	206H		Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	T206H		Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	TU206G		Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	U206G		Cessna 206 (RR Corp 250)	ELA2. STC No 10027209
SOLOY, LLC (STC)	207		Cessna 207 (RR Corp 250)	ELA2. STC
SOLOY, LLC (STC)	207A		Cessna 207 (RR Corp 250)	ELA2. STC
SOLOY, LLC (STC)	T207		Cessna 207 (RR Corp 250)	ELA2. STC
SOLOY, LLC (STC)	T207A		Cessna 207 (RR Corp 250)	ELA2. STC
SUPERVAN SYSTEMS, Ltd. (STC)	Cessna 208	<i>Cessna 208</i>	Cessna 208/208B (Honeywell TPE331)	STC No 10033267
SUPERVAN SYSTEMS, Ltd. (STC)	Cessna 208B	<i>Cessna 208B</i>	Cessna 208/208B (Honeywell TPE331)	STC No 10033267
Tradewind Turbines/Soloy (STC)	Beech A36		Beech 36 Series (RR Corp 250)	ELA2. STC LBA ref.: SA 1034. FAA STC SA3523NM.
Tradewind Turbines/Soloy (STC)	Beech A36TC		Beech 36 Series (RR Corp 250)	ELA2. STC LBA ref.: SA 1034. FAA STC SA3523NM.
Turbine Conversions, LTD (STC)	206		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	206H		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206		Cessna 206 (PWC PT6)	ELA2. STC No 10061949

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1) (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
Turbine Conversions, LTD (STC)	P206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	P206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	T206H		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TP206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206F		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	TU206G		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206A		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206B		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206C		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206D		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206E		Cessna 206 (PWC PT6)	ELA2. STC No 10061949

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1) (STC)				
STC holder	Model	Com. des.	Part-66 type rating endorsement	Note
Turbine Conversions, LTD (STC)	U206F		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
Turbine Conversions, LTD (STC)	U206G		Cessna 206 (PWC PT6)	ELA2. STC No 10061949
WEST PACIFIC AIR, LLC (STC)	B36TC		Beech 36TC (PWC PT6)	ELA2. STC No 10030059

SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)

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SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
AIRBUS HELICOPTERS	AS 350 D		Eurocopter AS 350 (Lycoming LTS101)	
AIRBUS HELICOPTERS	AS 350 B	<i>Écureuil</i>	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 B1	<i>Écureuil</i>	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 B2	<i>Écureuil</i>	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 BA	<i>Écureuil</i>	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 BB	<i>Écureuil</i>	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 B3	<i>Écureuil</i>	Eurocopter AS 350 (Turbomeca Arriel 2)	
AIRBUS HELICOPTERS	EC 120 B	<i>Colibri</i>	Eurocopter EC 120 (Turbomeca Arrius 2F)	
AIRBUS HELICOPTERS	EC 130 B4		Eurocopter EC 130 (Turbomeca Arriel 2)	
AIRBUS HELICOPTERS	EC 130 T2		Eurocopter EC 130 (Turbomeca Arriel 2)	
AIRBUS HELICOPTERS	SA 315 B	<i>Alouette III Lama</i>	Eurocopter SA 315B (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SA 316 B	<i>Alouette III</i>	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SA 316 C	<i>Alouette III</i>	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SE 3160	<i>Alouette III</i>	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SA 318 B	<i>Alouette- Astazou</i>	Eurocopter SA 318 (Turbomeca Astazou)	
AIRBUS HELICOPTERS	SA 318 C	<i>Alouette- Astazou</i>	Eurocopter SA 318 (Turbomeca Astazou)	
AIRBUS HELICOPTERS	SA 3180	<i>Alouette- Astazou</i>	Eurocopter SA 318 (Turbomeca Astazou)	
AIRBUS HELICOPTERS	SA 319 B	<i>Alouette III</i>	Eurocopter SA 319 (Turbomeca Astazou XIV)	
AIRBUS HELICOPTERS	SA 341 G	<i>Gazelle</i>	Eurocopter SA 341 (Turbomeca Astazou)	
AIRBUS HELICOPTERS	SA 342 J	<i>Gazelle</i>	Eurocopter SA 342 J (Turbomeca Astazou XIV)	
BELL HELICOPTER CANADA	407		Bell 407 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206A		Agusta AB206 / Bell 206 (RR Corp 250)	

SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
BELL HELICOPTER TEXTRON CANADA LIMITED	206A-1		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206B		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206L		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206L-1		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206L-3		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	206L-4		Agusta AB206 / Bell 206 (RR Corp 250)	
BELL HELICOPTER TEXTRON CANADA LIMITED	505		Bell 505 (Safran Arrius 2R)	
LEONARDO S.p.A.	A119	<i>Koala</i>	Agusta A119/ Agusta AW119MkII (PWC PT6)	
LEONARDO S.p.A.	AW119MkII	<i>Koala enhanced AW119Ke</i>	Agusta A119/ Agusta AW119MkII (PWC PT6)	
LEONARDO S.p.A.	AB206 A		Agusta AB206 / Bell 206 (RR Corp 250)	
LEONARDO S.p.A.	AB206 B		Agusta AB206 / Bell 206 (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369D		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369E		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369FF		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369H		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369HE		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369HM		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	369HS		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	600N	<i>HU60</i>	MD Helicopters 500N/600N AMD500N (RR Corp 250)	
MD HELICOPTERS INC. (MDHI)	500N		MD Helicopters 500N/600N AMD500N (RR Corp 250)	
Mecaer Aviation Group	NH-500D		MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)	

SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	Part-66 type rating endorsement	Note
Mecaer Aviation Group	NH-AMD500N		MD Helicopters 500N/600N AMD500N (RR Corp 250)	
PZL-ŚWIDNIK	SW-4		PZL SW-4 (RR Corp 250)	
ROBINSON HELICOPTER COMPANY	R 66		Robinson R66 (RR Corp 250)	
Schweizer RSG LLC	269D		Schweizer 269D (RR Corp 250)	
THE ENSTROM HELICOPTER CORPORATION	480		Enstrom 480 (RR Corp 250)	
THE ENSTROM HELICOPTER CORPORATION	480B		Enstrom 480 (RR Corp 250)	

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)

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SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Comm. Des.	Part-66 type rating endorsement	Note
ANTARES INTERNATIONAL (Aircraft with SAS)	SH-4		Silvercraft SH-4 (Franklin)	
BRANTLY INTERNATIONAL, INC.	B-2	Military YHO 3BR	Brantly B2 (Lycoming)	
BRANTLY INTERNATIONAL, INC.	305		Brantly B2 (Lycoming)	
BRANTLY INTERNATIONAL, INC.	B-2A		Brantly B2 (Lycoming)	
BRANTLY INTERNATIONAL, INC.	B-2B		Brantly B2 (Lycoming)	
HELICOPTÈRES GUIMBAL	CABRI G2	Cabri	Cabri G2 (Lycoming)	
Mecaer Aviation Group	NH-300C	Model 300C	Mecaer 269/300 (Lycoming)	
ROBINSON HELICOPTER COMPANY	R 22		Robinson R22/R44 Series (Lycoming)	
ROBINSON HELICOPTER COMPANY	R 44	Astro Raven	Robinson R22/R44 Series (Lycoming)	
ROBINSON HELICOPTER COMPANY	R22 Alpha		Robinson R22/R44 Series (Lycoming)	
ROBINSON HELICOPTER COMPANY	R22 Beta		Robinson R22/R44 Series (Lycoming)	
ROBINSON HELICOPTER COMPANY	R22 Mariner		Robinson R22/R44 Series (Lycoming)	
ROBINSON HELICOPTER COMPANY	R44 II	Raven II	Robinson R22/R44 Series (Lycoming)	
SIKORSKY AIRCRAFT	S-58B		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58C		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58D		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58E		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58F		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58G		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58H		Sikorsky S-58 (Wright Cyclone)	
SIKORSKY AIRCRAFT	S-58J		Sikorsky S-58 (Wright Cyclone)	
Schweizer RSG LLC	269A	Model 300C	Schweizer 269/300 (Lycoming)	
Schweizer RSG LLC	269B	Model 300C	Schweizer 269/300 (Lycoming)	
Schweizer RSG LLC	269C	Model 300C	Schweizer 269/300 (Lycoming)	
Schweizer RSG LLC	269C-1	Model 300C	Schweizer 269/300 (Lycoming)	

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Comm. Des.	Part-66 type rating endorsement	Note
THE ENSTROM HELICOPTER CORPORATION	280		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	280C		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	280F		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	280FX		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	F-28A		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	F-28C		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	F-28C-2		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	F-28F		Enstrom F-28/280 (Lycoming)	
THE ENSTROM HELICOPTER CORPORATION	F-28F-R		Enstrom F-28/280 (Lycoming)	

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

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GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AD Holdings, Inc	T-211	<i>Metal</i>	Thorp T-211 (Continental)	ELA1	X	
AD Holdings, Inc	T-211	<i>Metal</i>	Thorp T-211 (Jabiru)	ELA1	X	
AERO Sp.z.o.o	AT-3 R100	<i>Metal</i>	Aero AT-3 (Rotax)	ELA1	X	
AEROCLUBUL ROMANIEI	IAR-46	<i>Metal</i>	IAR-46 (Rotax)	ELA1	X	
AEROCLUBUL ROMANIEI	IAR-46S	<i>Metal</i>	IAR-46 (Rotax)	ELA1	X	
Aerospool, spol. s r. o.	Club	<i>Composite</i>	Aerospool Club (Rotax)	ELA1	X	
AEROSTAR AIRCRAFT Corporation	PA-60-601P (Aerostar 601P)	<i>Metal + Pressurised</i>	Piper PA-60/61 Pressurised (Lycoming)			X
AEROSTAR AIRCRAFT Corporation	PA-60-602P (Aerostar 602P)	<i>Metal + Pressurised</i>	Piper PA-60/61 Pressurised (Lycoming)			X
AEROSTAR AIRCRAFT Corporation	PA-60-700P (Aerostar 700P)	<i>Metal + Pressurised</i>	Piper PA-60/61 Pressurised (Lycoming)			X
AEROSTAR AIRCRAFT Corporation	PA-60-600 (Aerostar 600)	<i>Metal</i>	Piper PA-60/61 Series (Lycoming)			X
AEROSTAR AIRCRAFT Corporation	PA-60-601 (Aerostar 601)	<i>Metal</i>	Piper PA-60/61 Series (Lycoming)			X
AIR TRACTOR, INC.	AT-250	<i>Metal</i>	Air Tractor AT-250/300 (PW R985)			X
AIR TRACTOR, INC.	AT-300	<i>Metal</i>	Air Tractor AT-250/300 (PW R985)			X
AIR TRACTOR, INC.	AT-301	<i>Metal</i>	Air Tractor AT-301/401/501 (PW R1340)			X
AIR TRACTOR, INC.	AT-401	<i>Metal</i>	Air Tractor AT-301/401/501 (PW R1340)			X
AIR TRACTOR, INC.	AT-401B	<i>Metal</i>	Air Tractor AT-301/401/501 (PW R1340)			X
AIR TRACTOR, INC.	AT-501	<i>Metal</i>	Air Tractor AT-301/401/501 (PW R1340)			X
AIR TRACTOR, INC.	AT-401A	<i>Metal</i>	Air Tractor AT-401 (PZL-3S)			X
AIRBUS DEFENCE AND SPACE GmbH	Bölkow 207	<i>Wood</i>	Bölkow BO 207 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow 207T	<i>Wood</i>	Bölkow BO 207 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 208 C Junior	<i>Metal</i>	Bölkow BO 208 (Continental)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow Junior	<i>Metal</i>	Bölkow BO 208 (Continental)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 209 S	<i>Metal</i>	Bölkow BO 209 (Continental)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 209 Monsun	<i>Metal</i>	Bölkow BO 209 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	223 A1	<i>Metal</i>	SIAT 223 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	223 K1	<i>Metal</i>	SIAT 223 (Lycoming)	ELA1	X	
AIRBUS DEFENCE AND SPACE GmbH	223 V	<i>Metal</i>	SIAT 223 (Lycoming)	ELA1	X	
AIRCRAFT Design and Certification	D4 Fascination	<i>Composite</i>	(WD) D4 Fascination (Rotax)	ELA1	X	
AIRCRAFT INDUSTRIES	L-200 A	<i>Metal</i>	Let L 200 (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	L-200 D	<i>Metal</i>	Let L 200 (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	Z-37-2	<i>Metal tubing Fabric</i>	Let Z-37 Series (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	Z-37A	<i>Metal tubing Fabric</i>	Let Z-37 Series (LOM)	ELA2	X	
AIRCRAFT INDUSTRIES	Z-37A-2	<i>Metal tubing Fabric</i>	Let Z-37 Series (LOM)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-30	<i>Wood + Metal tubing Fabric</i>	Bellanca 17-30 (Continental)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-30A	<i>Wood + Metal tubing Fabric</i>	Bellanca 17-30 (Continental)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31	<i>Wood + Metal tubing Fabric</i>	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31A	<i>Wood + Metal tubing Fabric</i>	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALEXANDRIA Aircraft LLC	17-31ATC	<i>Wood + Metal tubing Fabric</i>	Bellanca 17-31 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ALEXANDRIA Aircraft LLC	17-31TC	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)	ELA2	X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B with 73' wing gap	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B-15T	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B-20T	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164B-34T	Metal	Grumman G-164 (Continental)	ELA2	X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (Jacobs)	ELA2	X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164A	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B with 73' wing gap	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B-15T	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B-20T	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164B-34T	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALLIED AG CAT Productions	G-164C	Metal	Grumman G-164 (PW R Series)	ELA2	X	
ALPHA AVIATION	HR 200-100	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-100 S	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-120	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-120 B	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	HR 200-160	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2100	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2100A	Metal	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ALPHA AVIATION	R 2112	<i>Metal</i>	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2120U	<i>Metal</i>	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2160	<i>Metal</i>	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2160D	<i>Metal</i>	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
ALPHA AVIATION	R 2160i	<i>Metal</i>	Robin HR 200/ R 2000 series (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCAA	<i>Wood + Metal tubing Fabric</i>	Champion 7 (Superior)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCBC (180HP)	<i>Wood + Metal tubing Fabric</i>	Champion 7 (Superior)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7ECA	<i>Wood + Metal tubing Fabric</i>	Champion 7 (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCAA	<i>Wood + Metal tubing Fabric</i>	Champion 7 (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	7GCBC (160HP)	<i>Wood + Metal tubing Fabric</i>	Champion 7 (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	8GCBC	<i>Wood + Metal tubing Fabric</i>	Champion 8 Series (Lycoming)	ELA1	X	
AMERICAN CHAMPION Aircraft Corp.	8KCAB	<i>Wood + Metal tubing Fabric</i>	Champion 8 Series (Lycoming)	ELA1	X	
AQUILA Aviation by Excellence AG	AQUILA AT01	<i>Composite</i>	Aquila AT01 (Rotax)	ELA1	X	
AQUILA Aviation by Excellence AG	AQUILA AT01-100	<i>Composite</i>	Aquila AT01 (Rotax)	ELA1	X	
AUGUSTAIR, INC.	VARGA 2180	<i>Metal</i>	Varga (Lycoming)	ELA1	X	
AUGUSTAIR, INC.	VARGA 2150A	<i>Metal</i>	Varga (Lycoming)	ELA1	X	
AUGUSTAIR, INC.	VARGA 2150	<i>Metal</i>	Varga (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1	<i>Metal</i>	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1A	<i>Metal</i>	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1B	<i>Metal</i>	Aviat Husky A (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	A-1C-180	<i>Metal</i>	Aviat Husky A (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AVIAT AIRCRAFT INC	S-1S	Wood + Metal tubing Fabric	Pitts S-1 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2A	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2B	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2C	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)	ELA1	X	
AVIAT AIRCRAFT INC	S-2S	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)	ELA1	X	
BEEHCRAFT Corporation	19A	Metal	Beech 19 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	B19	Metal	Beech 19 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	M19A	Metal	Beech 19 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	23	Metal	Beech 23 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	A23-19	Metal	Beech 23 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	A23-24	Metal	Beech 23 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	B23	Metal	Beech 23 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	C23	Metal	Beech 23 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	A24	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	A24R	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	B24R	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	C24R	Metal	Beech 24 Series (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	B50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	C50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50	Metal	Beech 50 Series (Lycoming)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BEEHCRAFT Corporation	D50A	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50B	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50C	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50E	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50E-5990	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	E50	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	F50	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	G50	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	H50	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	J50	<i>Metal</i>	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	58P	<i>Metal + Pressurised</i>	Beech 58P (Continental)			X
BEEHCRAFT Corporation	58PA	<i>Metal + Pressurised</i>	Beech 58P (Continental)			X
BEEHCRAFT Corporation	58TC	<i>Metal</i>	Beech 58TC (Continental)			X
BEEHCRAFT Corporation	58TCA	<i>Metal</i>	Beech 58TC (Continental)			X
BEEHCRAFT Corporation	60	<i>Metal</i>	Beech 60 Series (Lycoming)			X
BEEHCRAFT Corporation	A60	<i>Metal</i>	Beech 60 Series (Lycoming)			X
BEEHCRAFT Corporation	B60	<i>Metal</i>	Beech 60 Series (Lycoming)			X
BEEHCRAFT Corporation	76	<i>Metal</i>	Beech 76 (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	77	<i>Metal</i>	Beech 77 (Lycoming)	ELA2	X	
BEEHCRAFT Corporation	A23	<i>Metal</i>	Beech A23 (Continental)	ELA2	X	
BEEHCRAFT Corporation	A23A	<i>Metal</i>	Beech A23 (Continental)	ELA2	X	
BERIEV	Be 103	<i>Metal</i>	Beriev Be-103 (Continental)			X
Bernd Hager/Anatoli Stobbe GbR	R 90-230RG	<i>Composite</i>	Ruschmeyer R90-230RG (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BLACKSHAPE S.p.A.	BS 115	Composite	Blackshape (Rotax)	ELA1	X	
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III	Metal	Britten-Norman BN.2A Mark III (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III-1	Metal	Britten-Norman BN.2A Mark III (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III-2	Metal	Britten-Norman BN.2A Mark III (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III-3	Metal	Britten-Norman BN.2A Mark III (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-2	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-20	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-21	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-26	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-27	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-3	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-6	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-7	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-8	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2A-9	Metal	Britten-Norman BN2A Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2B-20	Metal	Britten-Norman BN2B Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2B-21	Metal	Britten-Norman BN2B Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2B-26	Metal	Britten-Norman BN2B Series (Lycoming)			X
B-N GROUP Ltd. (Britten-Norman)	BN2B-27	Metal	Britten-Norman BN2B Series (Lycoming)			X
Breezer Aircraft GmbH & Co. KG	B600	Metal	Breezer B600 (Rotax)	ELA1	X	
CEAPR	CAP10	Wood	CAP 10 (Lycoming)	ELA1	X	
CEAPR	CAP10B	Wood	CAP 10 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CEAPR	CAP20	Wood	CAP 20/21 (Lycoming)	ELA1	X	
CEAPR	CAP20L/S200	Wood	CAP 20/21 (Lycoming)	ELA1	X	
CEAPR	CAP21	Wood	CAP 20/21 (Lycoming)	ELA1	X	
CEAPR	CAP231	Wood	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	CAP231EX	Composite + Wood	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	CAP232	Composite + Wood	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	CAP230	Wood	CAP 230 Series (Lycoming)	ELA1	X	
CEAPR	ATL	Wood + Composite	Robin ATL / ATL S (JPX 4T60)	ELA1	X	
CEAPR	ATL S	Wood + Composite	Robin ATL / ATL S (JPX 4T60)	ELA1	X	
CEAPR	ATL L	Wood + Composite	Robin ATL L (Limbach L2000)	ELA1	X	
CEAPR	DR 200	Wood	Robin DR 200 series (Potez)	ELA1	X	
CEAPR	DR 220	Wood	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 220 A	Wood	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 220 AB	Wood	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 220 B	Wood	Robin DR 220 series (Continental)	ELA1	X	
CEAPR	DR 221	Wood	Robin DR 221 series (Lycoming)	ELA1	X	
CEAPR	DR 221 B	Wood	Robin DR 221 series (Lycoming)	ELA1	X	
CEAPR	DR 250	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 250 B	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 250 B-160	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 250-160	Wood	Robin DR 250 series (Lycoming)	ELA1	X	
CEAPR	DR 253	Wood	Robin DR 253 series (Lycoming)	ELA1	X	
CEAPR	DR 253 B	Wood	Robin DR 253 series (Lycoming)	ELA1	X	
CEAPR	DR 300/108	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/120	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/125	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/140	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 300/180 R	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 315	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 340	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 360	Wood	Robin DR 300 series (Lycoming)	ELA1	X	
CEAPR	DR 380	Wood	Robin DR 300 series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CEAPR	DR 400/125 i	Wood	Robin DR 400 series (Continental)	ELA1	X	
CEAPR	DR 400/200 I	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/100	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/120	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/120 A	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/120 D	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/125	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/140	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/140 B	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/160	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/160 D	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/180	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/180 R	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/180 S	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/2+2	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/200 R	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/500	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/NGL	Wood	Robin DR 400 series (Lycoming)	ELA1	X	
CEAPR	DR 400/RP	Wood	Robin DR 400RP (Porsche)	ELA1	X	
CEAPR	HR 100-210	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-210 D	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-285 C	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-285 TIARA	Metal	Robin HR 100 series (Continental)	ELA1	X	
CEAPR	HR 100-200	Metal	Robin HR 100 series (Lycoming)	ELA1	X	
CEAPR	HR 100-200 B	Metal	Robin HR 100 series (Lycoming)	ELA1	X	
CEAPR	HR 100-250 TR	Metal	Robin HR 100 series (Lycoming)	ELA1	X	
CEAPR	R 1180 T	Metal	Robin R 1180 series (Lycoming)	ELA1	X	
CEAPR	R 1180 TD	Metal	Robin R 1180 series (Lycoming)	ELA1	X	
CEAPR	R 3000/100	Metal	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/120	Metal	Robin R 3000 series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CEAPR	R 3000/120 D	<i>Metal</i>	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/140	<i>Metal</i>	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/160	<i>Metal</i>	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/160 S	<i>Metal</i>	Robin R 3000 series (Lycoming)	ELA1	X	
CEAPR	R 3000/180	<i>Metal</i>	Robin R 3000 series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F177RG	<i>Metal</i>	Cessna 177 Series (Lycoming)	ELA2	X	
CESSNA AIRCRAFT Company	F150F	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150G	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150H	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150J	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150K	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FA150K	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FA150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FA150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FRA150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FRA150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F152	<i>Metal</i>	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	FA152	<i>Metal</i>	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172D	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172E	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172F	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172G	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CESSNA AIRCRAFT Company	F172H	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	F172K	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FP172D	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
CESSNA AIRCRAFT Company	FR172E	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172F	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172G	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172H	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172J	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR172K	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	F172L	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172M	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172N	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F172P	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
CESSNA AIRCRAFT Company	F182P	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	F182Q	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
CESSNA AIRCRAFT Company	FR182	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
CESSNA AIRCRAFT Company	F337E	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
CESSNA AIRCRAFT Company	F337F	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
CESSNA AIRCRAFT Company	F337G	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
CESSNA AIRCRAFT Company	F337H	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
CESSNA AIRCRAFT Company	FT337E	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
CESSNA AIRCRAFT Company	FT337F	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
CESSNA AIRCRAFT Company	FT337GP	<i>Metal + Pressurised</i>	Cessna/Reims-Cessna 337 Series (Continental) (pressurised)			X
CESSNA AIRCRAFT Company	FT337HP	<i>Metal + Pressurised</i>	Cessna/Reims-Cessna 337 Series (Continental) (pressurised)			X
CIRRUS Design Corporation	SR20	<i>Composite</i>	Cirrus SR20 / SR22 / SR22T Series (Continental)	ELA2	X	
CIRRUS Design Corporation	SR22	<i>Composite</i>	Cirrus SR20 / SR22 / SR22T Series (Continental)	ELA2	X	
CIRRUS Design Corporation	SR22T	<i>Composite</i>	Cirrus SR20 / SR22 / SR22T Series (Continental)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	112	<i>Metal</i>	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	112B	<i>Metal</i>	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	112TC	<i>Metal</i>	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	112TCA	<i>Metal</i>	Commander 112 (Lycoming)	ELA1	X	
COMMANDER PREMIER AIRCRAFT CO.	114	<i>Metal</i>	Commander 114 (Lycoming)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	114A	<i>Metal</i>	Commander 114 (Lycoming)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	114B	<i>Metal</i>	Commander 114 (Lycoming)	ELA2	X	
COMMANDER PREMIER AIRCRAFT CO.	114TC	<i>Metal</i>	Commander 114 (Lycoming)	ELA2	X	
CUB CRAFTERS, Inc.	CC19-180	<i>Metal tubing Fabric</i>	Cub Crafters 19-180 (Lycoming)	ELA1	X	
Czech Sport Aircraft a.s.	PS-28 Cruiser	<i>Metal</i>	Czech Sport PS-28 (Rotax)	ELA1	X	
DAHER AEROSPACE	MS 880 B	<i>Metal</i>	SOCATA MS 880/885 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 880 B-D	<i>Metal</i>	SOCATA MS 880/885 (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DAHER AEROSPACE	MS 885	<i>Metal</i>	SOCATA MS 880/885 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 881	<i>Metal</i>	SOCATA MS 881 (Potez)	ELA1	X	
DAHER AEROSPACE	MS 884	<i>Metal</i>	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 894 A	<i>Metal</i>	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 894 C	<i>Metal</i>	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 894 E	<i>Metal</i>	SOCATA MS 884/894/PZL Koliber (Franklin)	ELA1	X	
DAHER AEROSPACE	MS 890 A	<i>Metal</i>	SOCATA MS 890 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 890 B	<i>Metal</i>	SOCATA MS 890 (Continental)	ELA1	X	
DAHER AEROSPACE	MS 883	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 886	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 887	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 A.150	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 B.150	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 E.150	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 892 E-D.150	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 A	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 B	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 E	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	MS 893 E-D	<i>Metal</i>	SOCATA MS 892/883/886/887 (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 S	<i>Metal</i>	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 S-D	<i>Metal</i>	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 ST	<i>Metal</i>	SOCATA Rallye Series (Continental)	ELA1	X	
DAHER AEROSPACE	RALLYE 100 ST-D	<i>Metal</i>	SOCATA Rallye Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DAHER AEROSPACE	RALLYE 110 ST	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 ST	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 ST-D	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 SV	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 SVS	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 T	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 150 T-D	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 180 T	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 180 T-D	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 180 TS	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 A	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 C	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 E	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 E-D	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	RALLYE 235 F	<i>Metal</i>	SOCATA Rallye Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	TB 10	<i>Metal</i>	SOCATA TB Series (Lycoming)	ELA1	X	
DAHER AEROSPACE	TB 20	<i>Metal</i>	SOCATA TB Series (Lycoming)	ELA2	X	
DAHER AEROSPACE	TB 200	<i>Metal</i>	SOCATA TB Series (Lycoming)	ELA2	X	
DAHER AEROSPACE	TB 21	<i>Metal</i>	SOCATA TB Series (Lycoming)	ELA2	X	
DAHER AEROSPACE	TB 9	<i>Metal</i>	SOCATA TB Series (Lycoming)	ELA2	X	
DE HAVILLAND Support (Aircraft with SAS)	Beagle series 1.	<i>Metal</i>	Beagle B.121 series 1 (Continental)	ELA1	X	
DE HAVILLAND Support (Aircraft with SAS)	Beagle series 2/3.	<i>Metal</i>	Beagle B.121 series 2/3 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DECOURT (Aircraft with SAS)	DMS 884-1	Wood	Decourt DMS 884 (Franklin)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 42 M-NG	Composite	Diamond DA42 Series (Austro Engine)	ELA2. MTOM >2T with MÄM 42-659 and MÄM 42-678 and OÄM 42-260. Ref.: TCDS	X	
DIAMOND AIRCRAFT Industries	DA 42 NG	Composite	Diamond DA42 Series (Austro Engine)	ELA2. MTOM >2T with MÄM 42-659 and MÄM 42-678 and OÄM 42-260. Ref.: TCDS	X	
DIAMOND AIRCRAFT Industries	DA 42	Composite	Diamond DA42 Series (Technify)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA 42 M	Composite	Diamond DA42 Series (Technify)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA20-C1	Composite	Diamond DA20 (Continental)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA20-A1	Composite	Diamond DA20/DV20 (Rotax)	ELA1	X	
DIAMOND AIRCRAFT Industries	DV 20	Composite	Diamond DA20/DV20 (Rotax)	ELA1	X	
DIAMOND AIRCRAFT Industries	DV 20 E	Composite	Diamond DA20/DV20 (Rotax)	ELA1	X	
DIAMOND AIRCRAFT Industries	DA 40 NG	Composite	Diamond DA40 (Austro Engine)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA 40	Composite	Diamond DA40 (Lycoming)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA 40 F	Composite	Diamond DA40 (Lycoming)	ELA2	X	
DIAMOND AIRCRAFT Industries	DA 40 D	Composite	Diamond DA40 D (Technify)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
DIAMOND AIRCRAFT Industries	DA 62	Composite	Diamond DA62 (Austro Engine)			X
DYNAC AEROSPACE Corporation	Aero Commander 100	Metal	Aerocommander 100 (Lycoming)	ELA1	X	
E.I.S Aircraft GmbH	RS 180	Wood + Composite	RS 180 (Lycoming)	ELA1	X	
E.I.S. HOLDING GmbH	RS 180	Wood + Composite	Sportavia Putzer RS180 (Lycoming)	ELA1	X	
EADS PZL 'WARSZAWA-OKECIE' (Aircraft with SAS)	PZL-106 series	Metal	PZL-106 Series (PZL)			X
EVEKTOR	EV-97 VLA	Metal	Evektor EV-97 (Rotax)	ELA1	X	
EVEKTOR	SportStar RTC	Metal	SportStar RTC (Rotax)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/200	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/L	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/LC	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/LT	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/S	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/SC	Composite	Extra EA-300 Series (Lycoming)	ELA1	X	
FFT GYROFLUG (Aircraft with SAS)	SC01 Series	Composite	SC01 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
Flight Design GmbH	CTLS-ELA	Composite	CTLS-ELA (Rotax)	ELA1	X	
FLS AEROSPACE (Aircraft with SAS)	Club Sprint Sprint 160	Metal	Club Sprint/Sprint 160 (Lycoming)	ELA1	X	
FLS AEROSPACE (Aircraft with SAS)	OA7 Series	Metal	OA7 Optica Series (Lycoming)	ELA2	X	
FUJI Heavy Industries	FA-200-160	Metal	Fuji FA-200 Series (Lycoming)	ELA1	X	
FUJI Heavy Industries	FA-200-180	Metal	Fuji FA-200 Series (Lycoming)	ELA1	X	
FUJI Heavy Industries	FA-200-180AO	Metal	Fuji FA-200 Series (Lycoming)	ELA1	X	
GA8 Airvan Pty Ltd	GA8	Metal	Gippsland GA8 (Lycoming)	ELA2	X	
GA8 Airvan Pty Ltd	GA8-TC 320	Metal	Gippsland GA8 (Lycoming)	ELA2	X	
Game Composite LLC	GB1 GameBird	Composite	GameBird1 (Lycoming)	ELA1	X	
GARDAN (Aircraft with SAS)	GY80 Series	Metal	Gardan GY 80 (Lycoming)	ELA1	X	
GENERAL AVIA Costruzioni Aeronautiche (Aircraft with SAS)	F.20 Pegaso	Metal	General Avia F.20 Series (Continental)			X
GENERAL AVIA Costruzioni Aeronautiche (Aircraft with SAS)	F.22 series	Metal	General Avia F.22 (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/15	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/15-1	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A	Metal	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A1	Metal	AS202 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A2	<i>Metal</i>	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A3	<i>Metal</i>	AS202 Series (Lycoming)	ELA1	X	
GOMOLZIG FLUGZEUG- UND MASCHINENBAU GmbH	AS202/18A4	<i>Metal</i>	AS202 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115A	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115B	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115C	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115C2	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115D	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115D2	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115E	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115EG	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA1	X	
GROB Aircraft AG	G 115TA	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA2	X	
GROB Aircraft AG	G 120A	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA2	X	
GROB Aircraft AG	G 120A-I	<i>Composite</i>	Grob G115/120 Series (Lycoming)	ELA2	X	
Hoffmann GmbH & Co. KG	H 40	<i>Composite</i>	H 40 (Lycoming)	ELA1	X	
INSTYTUT LOTNICTWA	I-23 'Manager'	<i>Composite</i>	Instytut Lotnictwa I-23 Manager (Lycoming)	ELA1	X	
INTERCEPTOR AIRCRAFT Corporation	200D	<i>Metal</i>	Aerocommander 200 (Continental)	ELA2	X	
ISSOIRE AVIATION	APM 20	<i>Composite</i>	Issoire APM 20/30 (Rotax)	ELA1	X	
ISSOIRE AVIATION	APM 30	<i>Composite</i>	Issoire APM 20/30 (Rotax)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ISSOIRE AVIATION	APM 40	Composite	Issoire APM 40 (Continental)	ELA1	X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25	Metal	Piper PA-25 Series (Lycoming)	ELA2	X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25-235	Metal	Piper PA-25 Series (Lycoming)	ELA2	X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25-260	Metal	Piper PA-25 Series (Lycoming)	ELA2	X	
LEONARDO S.p.A.	F260	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260B	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260C	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260D	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260E	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	F260F	Metal	Aermacchi F260 Series (Lycoming)	ELA1	X	
LEONARDO S.p.A.	S205-22/R	Metal	SIAI-Marchetti S.205 (Franklin)	ELA2	X	
LEONARDO S.p.A.	S205-18/F	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA1	X	
LEONARDO S.p.A.	S205-18/R	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA1	X	
LEONARDO S.p.A.	S205-20/F	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LEONARDO S.p.A.	S205-20/R	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LEONARDO S.p.A.	S208	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LEONARDO S.p.A.	S208A	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)	ELA2	X	
LIBERTY AEROSPACE Incorporated	XL-2	Composite	Liberty XL-2 (Continental)	ELA1	X	
Light Wing AG	LightWing AC4	Metal tubing Fabric	Lightwing AC4 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TC	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCN	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCNS	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCS	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 710 RG	Composite	III Sky Arrow 650/710 (Rotax)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	Bee Dee M-4	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-210	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-210C	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4C	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4S	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4T	Metal tubing Fabric	Maule M4 (Continental)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-220	Metal tubing Fabric	Maule M4 (Franklin)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-220C	Metal tubing Fabric	Maule M4 (Franklin)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
MAULE AEROSPACE TECHNOLOGY	M-4-220S	<i>Metal tubing Fabric</i>	Maule M4 (Franklin)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-4-180V	<i>Metal tubing Fabric</i>	Maule M4 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-5-180C	<i>Metal tubing Fabric</i>	Maule M5 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-5-210C	<i>Metal tubing Fabric</i>	Maule M5 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-5-235C	<i>Metal tubing Fabric</i>	Maule M5 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-6-235	<i>Metal tubing Fabric</i>	Maule M6 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-7-235	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	M-7-235B	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)	ELA2	X	
MAULE AEROSPACE TECHNOLOGY	MT-7-235	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MT-7-235C	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-160	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180A	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180B	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
				tubing with fabric.		
MAULE AEROSPACE TECHNOLOGY	MX-7-180C	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-235	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1. Wing is metal, fuselage is metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-160	<i>Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-180	<i>Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1	X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-180A	<i>Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	ELA1	X	
MOONEY AIRPLANE Company	M20K	<i>Metal</i>	Mooney M20 (Continental)	ELA2	X	
MOONEY AIRPLANE Company	M20R	<i>Metal</i>	Mooney M20 (Continental)	ELA2	X	
MOONEY AIRPLANE Company	M20S	<i>Metal</i>	Mooney M20 (Continental)	ELA2	X	
MOONEY AIRPLANE Company	M20	<i>Metal + Wood</i>	Mooney M20/M20A (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20A	<i>Metal + Wood</i>	Mooney M20/M20A (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20B	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20C	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20D	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20E	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
MOONEY AIRPLANE Company	M20F	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20G	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20J	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20M	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M22	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)	ELA2	X	
MOONEY AIRPLANE Company	M20L	<i>Metal</i>	Mooney M20L (Porsche)	ELA2	X	
OMA SUD SPA Sky Technologies	SKYCAR	<i>Metal</i>	SKYCAR (Lycoming)	ELA2	X	
PIAGGIO Aero Industries	P.166	<i>Metal</i>	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 B	<i>Metal</i>	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 C	<i>Metal</i>	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 DL3	<i>Metal</i>	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 S	<i>Metal</i>	Piaggio P166 (Lycoming)			X
PILATUS AIRCRAFT	PC-6	<i>Metal</i>	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6/350	<i>Metal</i>	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6/350-H1	<i>Metal</i>	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6/350-H2	<i>Metal</i>	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6-H1	<i>Metal</i>	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PILATUS AIRCRAFT	PC-6-H2	<i>Metal</i>	Pilatus PC-6 Series (Lycoming)	ELA2	X	X
PIPER AIRCRAFT	PA-23-235	<i>Metal</i>	Piper PA-23 Aztec (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-23-250	<i>Metal</i>	Piper PA-23 Aztec (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-E23-250	<i>Metal</i>	Piper PA-23 Aztec (Lycoming)			X
PIPER AIRCRAFT	PA-24	<i>Metal</i>	Piper PA-24 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-24-250	<i>Metal</i>	Piper PA-24 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PIPER AIRCRAFT	PA-24-260	<i>Metal</i>	Piper PA-24 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-24-400	<i>Metal</i>	Piper PA-24 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28-201T (Turbo Dakota)	<i>Metal</i>	Piper PA-28 Series (Continental)	ELA1	X	
PIPER AIRCRAFT	PA-28R-201T (Turbo Arrow III)	<i>Metal</i>	Piper PA-28 Series (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-28RT-201T (Turbo Arrow IV)	<i>Metal</i>	Piper PA-28 Series (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-28-140 (Cherokee Cruiser)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-150 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-151 (Cherokee Warrior)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-160 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-161	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-161 (Warrior II)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-161 (Warrior III)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-180 (Archer)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-180 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-181 (Archer II)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-181 (Archer III)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28-235 (Cher. Pathfinder)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28-236 (Dakota)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28R-180 (Arrow)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28R-200 (Arrow II)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28R-200 (Arrow)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28R-201 (Arrow III)	<i>Metal</i>	Piper PA-28 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PIPER AIRCRAFT	PA-28RT-201 (Arrow IV)	Metal	Piper PA-28 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-28S-160 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-28S-180 (Cherokee)	Metal	Piper PA-28 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-30	Metal	Piper PA-30 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-31	Metal	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31-300	Metal	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31-325	Metal	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31-350 (Chieftain)	Metal	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31P (Pressurized Navajo)	Metal + Pressurised	Piper PA-31P (Lycoming)			X
PIPER AIRCRAFT	PA-31P-350 (Mojave)	Metal + Pressurised	Piper PA-31P (Lycoming)			X
PIPER AIRCRAFT	PA-32-260 (Cherokee Six 260)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-300 (Cherokee Six 300)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301 (Saratoga)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301FT (Piper 6X)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301T (Turbo Saratoga)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32-301XTC (Piper 6XT)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-300 (Lance)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301 (Saratoga II HP)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301 (Saratoga SP)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301T (Saratoga II TC)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32R-301T (Turbo SaratogaSP)	Metal	Piper PA-32 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PIPER AIRCRAFT	PA-32RT-300 (Lance II)	<i>Metal</i>	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32RT-300T (Turbo Lance II)	<i>Metal</i>	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-32S-300 (Cher.Six Seaplane)	<i>Metal</i>	Piper PA-32 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-34-200T (Seneca II)	<i>Metal</i>	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-220T (Seneca III)	<i>Metal</i>	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-220T (Seneca IV)	<i>Metal</i>	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-220T (Seneca V)	<i>Metal</i>	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-200 (Seneca)	<i>Metal</i>	Piper PA-34 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-36-285 (Normal category)	<i>Metal</i>	Piper PA-36 Series (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-36-300 (Normal category)	<i>Metal</i>	Piper PA-36 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-36-375 (Normal category)	<i>Metal</i>	Piper PA-36 Series (Lycoming)	ELA2		X
PIPER AIRCRAFT	PA-38-112	<i>Metal</i>	Piper PA-38 Series (Lycoming)	ELA1	X	
PIPER AIRCRAFT	PA-39	<i>Metal</i>	Piper PA-39/40 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-40	<i>Metal</i>	Piper PA-39/40 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-44-180 (Seminole)	<i>Metal</i>	Piper PA-44 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-44-180T (Turbo Seminole)	<i>Metal</i>	Piper PA-44 Series (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-46-310P	<i>Metal + Pressurised</i>	Piper PA-46 Pressurised (Continental)	ELA2	X	
PIPER AIRCRAFT	PA-46-350P (Mirage)	<i>Metal + Pressurised</i>	Piper PA-46 Pressurised (Lycoming)	ELA2	X	
PIPER AIRCRAFT	PA-46R-350T (Matrix)	<i>Metal</i>	Piper PA-46 Series (Lycoming)	ELA2	X	
Pipistrel Vertical Solutions d.o.o.	Virus SW 121	<i>Composite</i>	Pipistrel Virus (Rotax)	ELA1	X	
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18	<i>Metal</i>	PZL M 18 (PZL)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18A	<i>Metal</i>	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18AS	<i>Metal</i>	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18B	<i>Metal</i>	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18BS	<i>Metal</i>	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M26 01	<i>Metal</i>	PZL M 26 (Lycoming)	ELA2	X	
Polskie Zakłady Lotnicze Sp. z o.o. (Aircrat with SAS)	PZL M20	<i>Metal</i>	PZL M 20 (PZL)			X
PZL WARSZAWOKEC IE S.A.	PZL-104M Wilga 2000	<i>Metal</i>	PZL-104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104MA Wilga 2000	<i>Metal</i>	PZL-104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104MF Wilga 2000	<i>Metal</i>	PZL-104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104MN Wilga 2000	<i>Metal</i>	PZL-104 Wilga (Lycoming)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104 Wilga 32	<i>Metal</i>	PZL-104 Wilga Series (Continental)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104 Wilga 32A	<i>Metal</i>	PZL-104 Wilga Series (Continental)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104 Wilga 35	<i>Metal</i>	PZL-104A Wilga (Ivchenko)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104 Wilga 35A	<i>Metal</i>	PZL-104A Wilga (Ivchenko)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-104 Wilga 80	<i>Metal</i>	PZL-104A Wilga (Ivchenko)	ELA2	X	
PZL WARSZAWOKEC IE S.A.	PZL-110 KOLIBER	<i>Metal</i>	PZL-110 Koliber (Franklin)	ELA1	X	
PZL WARSZAWOKEC IE S.A.	PZL-KOLIBER 150	<i>Metal</i>	PZL-Koliber 150 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
PZL WARSZAWOKEC IE S.A.	PZL-KOLIBER 150A	<i>Metal</i>	PZL-Kolibier 150 Series (Lycoming)	ELA1	X	
PZL WARSZAWOKEC IE S.A.	PZL-KOLIBER 160A	<i>Metal</i>	PZL-Kolibier 160 (Lycoming)	ELA1	X	
Reims Aviation (Aircraft with SAS)	FTB337G	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	Ref.: SAS.A.11 5.		X
Reims Aviation (Aircraft with SAS)	FTB337GA	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	Ref.: SAS.A.11 5.		X
REVO, Inc	LA-4A	<i>Metal</i>	REVO C/LA-4 Series (Lycoming)	ELA1	X	
REVO, Inc	LA-4P	<i>Metal</i>	REVO C/LA-4 Series (Lycoming)	ELA1	X	
REVO, Inc	Lake 250	<i>Metal</i>	REVO C/LA-4 Series (Lycoming)	ELA2	X	
REVO, Inc.	LA-4-200	<i>Metal</i>	Lake C/LA Series (Lycoming)	ELA1	X	
RUAG AEROSPACE Services GmbH	Do 28 A-1	<i>Metal</i>	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 A-1[R]	<i>Metal</i>	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 B-1	<i>Metal</i>	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 D	<i>Metal</i>	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 D-1	<i>Metal</i>	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 D-2	<i>Metal</i>	Do 28 Series (Lycoming)			X
SCHEIBE Flugzeugbau	SF 23 A	<i>Wood + Metal tubing Fabric</i>	SF 23 Series (Continental)	ELA1	X	
SCHEIBE Flugzeugbau	SF 23 A1	<i>Wood + Metal tubing Fabric</i>	SF 23 Series (Continental)	ELA1	X	
SCHEIBE Flugzeugbau	SF 23 B	<i>Wood + Metal tubing Fabric</i>	SF 23 Series (Continental)	ELA1	X	
SCHEIBE Flugzeugbau (Aircraft with SAS)	SF 23 C	<i>Wood + Metal tubing Fabric</i>	SF 23 Series (Lycoming)	ELA1	X	
SEASTAR CORP	TSC-1A	<i>Composite</i>	TSC Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
SEASTAR CORP	TSC-1A1	Composite	TSC Series (Lycoming)	ELA1	X	
SEASTAR CORP	TSC-1A2	Composite	TSC Series (Lycoming)	ELA1	X	
Skyfox Aviation Ltd	CA25	Wood + Metal tubing Fabric	CA25 Series (Rotax)	ELA1	X	
Skyfox Aviation Ltd	CA25N	Wood + Metal tubing Fabric	CA25 Series (Rotax)	ELA1	X	
SLINGSBY Aviation	T67A	Wood	Slingsby T67A (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67B Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67C Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M200 Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M260 Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M260-T3A Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SLINGSBY Aviation	T67M-MKII Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)	ELA1	X	
SOCATA (Aircraft with SAS)	RALLYE 235 CA	Metal	SOCATA Rallye Series (Lycoming)	ELA2	X	
SOCATA (Aircraft with SAS)	RALLYE 235 CA-M	Metal	SOCATA Rallye Series (Lycoming)	ELA2	X	
SOCATA (Aircraft with SAS)	ST10	Metal	SOCATA ST10 (Lycoming)	ELA2	X	
SONACA AIRCRAFT S.A.	S200	Metal	SONACA 200 (Rotax)	ELA1	X	
SONACA AIRCRAFT S.A.	S201	Metal	SONACA 200 (Rotax)	ELA1	X	
SST FLUGTECHNIK GmbH	EA 400	Composite	Extra EA-400 (Continental)	ELA2	X	
STEMME AG	S15-1	Composite	Stemme ASP S15-1 (Rotax)	ELA1	X	
SUKHOI (Aircraft with SAS)	Su-29	Composite	Sukhoi SU-29 (Vedeneyev)	ELA2	X	
SUKHOI (Aircraft with SAS)	Su-31	Composite	Sukhoi SU-31 (Vedeneyev)	ELA1	X	
SYMPHONY AIRCRAFT INDUSTRIES	OMF-100-160	Metal	Symphony OMF-100-160 (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	19	Wood + Metal tubing Fabric	Taylorcraft 19 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TAYLORCRAFT 2000	F19	Wood + Metal tubing Fabric	Taylorcraft 19 Series (Continental)	ELA1	X	
TAYLORCRAFT 2000	F21	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F21A	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F21B	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22A	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22B	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TAYLORCRAFT 2000	F22C	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2006T	Metal	Tecnam P2006T (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P92-JS	Metal	Tecnam P92 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2002-JF	Metal	Tecnam P2002 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2002-JR	Metal	Tecnam P2002 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2008 JC	Composite + Metal	Tecnam P2008 (Rotax)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2010	Composite + Metal	Tecnam P2010 (Lycoming)	ELA1	X	
TECNAM Costruzioni Aeronautiche	P2012 Traveller	Metal	Tecnam P2012 (Lycoming)			X
TECNAM Costruzioni Aeronautiche	P92-J	Metal	Tecnam P92 (Rotax)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	E33	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	E33A	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	E33C	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	F33	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	F33A	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	F33C	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	G33	<i>Metal</i>	Beech 33 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-33	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-A33	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-B33	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-C33	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	35-C33A	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	H35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	J35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	K35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	M35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	N35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	S35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	V35	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	V35A	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	V35B	<i>Metal</i>	Beech 35 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	36	<i>Metal</i>	Beech 36 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	A36	<i>Metal</i>	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A36TC	<i>Metal</i>	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	B36TC	<i>Metal</i>	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	G36	<i>Metal</i>	Beech 36 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	D55	<i>Metal</i>	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	D55A	<i>Metal</i>	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	E55	<i>Metal</i>	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	E55A	<i>Metal</i>	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	56TC	<i>Metal</i>	Beech 56 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A56TC	<i>Metal</i>	Beech 56 Series (Lycoming)			X
TEXTRON AVIATION Inc.	58	<i>Metal</i>	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	58A	<i>Metal</i>	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	G58	<i>Metal</i>	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	65	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	70	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-80	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-88	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-A80	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-A80-8800	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-B80	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A65	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A65-8200	<i>Metal</i>	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	95-B55	<i>Metal</i>	Beech 95 Series (Continental)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	95-B55A	<i>Metal</i>	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-B55B	<i>Metal</i>	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-C55	<i>Metal</i>	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-C55A	<i>Metal</i>	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95	<i>Metal</i>	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	95-55	<i>Metal</i>	Beech 95 Series (Lycoming)			X
TEXTRON AVIATION Inc.	95-A55	<i>Metal</i>	Beech 95 Series (Lycoming)			X
TEXTRON AVIATION Inc.	B95	<i>Metal</i>	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	B95A	<i>Metal</i>	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	D95A	<i>Metal</i>	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	E95	<i>Metal</i>	Beech 95 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	175	<i>Metal</i>	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	175A	<i>Metal</i>	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	175B	<i>Metal</i>	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	175C	<i>Metal</i>	Cessna 175 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	177	<i>Metal</i>	Cessna 177 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	177A	<i>Metal</i>	Cessna 177 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	177B	<i>Metal</i>	Cessna 177 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	177RG	<i>Metal</i>	Cessna 177 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	180	<i>Metal</i>	Cessna 180 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	180A	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180B	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180C	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	180D	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180E	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180F	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180G	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180H	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180J	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	180K	<i>Metal</i>	Cessna 180 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185A	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185B	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185C	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185D	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	185E	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A185E	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A185F	<i>Metal</i>	Cessna 185 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	188	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	188A	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	188B	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A188	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A188A	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	A188B	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T188C	<i>Metal</i>	Cessna 188 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	206	<i>Metal</i>	Cessna 206 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	P206	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TP206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206D	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206E	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206F	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	TU206G	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206A	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206B	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206C	Metal	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206D	Metal	Cessna 206 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	U206E	<i>Metal</i>	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206F	<i>Metal</i>	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	U206G	<i>Metal</i>	Cessna 206 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	206H	<i>Metal</i>	Cessna 206 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	T206H	<i>Metal</i>	Cessna 206 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	207	<i>Metal</i>	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	207A	<i>Metal</i>	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T207	<i>Metal</i>	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T207A	<i>Metal</i>	Cessna 207 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210-5 (205)	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210-5A (205A)	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210A	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210B	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210C	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210D	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210E	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210F	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210G	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210H	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210J	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210K	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210L	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	210M	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210N	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	210R	<i>Metal</i>	Cessna 210 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	310	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310B	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310C	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310D	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310F	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310G	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310H	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310I	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310J	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310J-1	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310K	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310L	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310N	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310P	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310Q	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	310R	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320-1	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320A	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320B	<i>Metal</i>	Cessna 310/320 Series (Continental)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	320C	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320D	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320E	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	320F	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	E310H	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	E310J	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	T310P	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	T310Q	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	T310R	<i>Metal</i>	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	321	<i>Metal</i>	Cessna 321 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	335	<i>Metal</i>	Cessna 335 (Continental)			X
TEXTRON AVIATION Inc.	336	<i>Metal</i>	Cessna 336 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	340	<i>Metal + Pressurised</i>	Cessna 340 (Continental)			X
TEXTRON AVIATION Inc.	340A	<i>Metal + Pressurised</i>	Cessna 340 (Continental)			X
TEXTRON AVIATION Inc.	LC40-550FG	<i>Composite</i>	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	LC41-550FG	<i>Composite</i>	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	LC42-550FG	<i>Composite</i>	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T240	<i>Composite</i>	Cessna C300/C350/C400 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P210N	<i>Metal + Pressurised</i>	Cessna P210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	P210R	<i>Metal + Pressurised</i>	Cessna P210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210F	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210G	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210H	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	T210J	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210K	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210L	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210M	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210N	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T210R	<i>Metal</i>	Cessna T210 (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	T303	<i>Metal</i>	Cessna T303 (Continental)			X
TEXTRON AVIATION Inc.	150	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150A	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150B	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150C	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150D	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150E	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150F	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150G	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150H	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150J	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150K	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	A150K	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	A150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	A150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	152	Metal	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	A152	Metal	Cessna/Reims-Cessna 152/F152 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172A	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172B	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172C	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172D	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172E	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172F	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172G	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172H	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	P172D	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172E	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172F	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172G	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172H	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172J	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	R172K	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	172I	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172K	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172L	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172M	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172N	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	172P	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172Q	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172R	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	172RG	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	172S	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)	ELA1	X	
TEXTRON AVIATION Inc.	182	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA1	X	
TEXTRON AVIATION Inc.	182A	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182B	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182C	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182D	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182E	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182F	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182G	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182H	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182J	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182K	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182L	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182M	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182N	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182P	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182Q	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	182R	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)	ELA2	X	
TEXTRON AVIATION Inc.	R182	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	T182T	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	182S	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	182T	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	T337H-SP	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337A	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337B	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337C	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337D	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	337E	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337F	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337G	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337H	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	M337B	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	T337B	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	ELA2	X	
TEXTRON AVIATION Inc.	T337C	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337D	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TEXTRON AVIATION Inc.	T337E	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337F	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337G	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337H	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	P337H	<i>Metal + Pressurised</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T182	<i>Metal</i>	Cessna/Reims-Cessna T182 Series (Lycoming)	ELA2	X	
TEXTRON AVIATION Inc.	TR182	<i>Metal</i>	Cessna/Reims-Cessna T182 Series (Lycoming)	ELA2	X	
THRUSH AIRCRAFT	S2R	<i>Metal</i>	Thrush S2R Series (PW R1340)	The Model S2R also designated as S-2R or S2-R.		X
THRUSH AIRCRAFT	S2R-R3S	<i>Metal</i>	Thrush S2R (Wsk PZL-3S)			X
THRUSH AIRCRAFT	S2R-R1340	<i>Metal</i>	Thrush S2R Series (PW R1340)			X
THRUSH AIRCRAFT	S2R-R1820	<i>Metal</i>	Thrush S2R Series (Wright R-1820)			X
TOMARK, s.r.o.	Viper SD-4 RTC	<i>Metal</i>	Tomark Viper SD-4 (Rotax)	ELA1. Restricted TC.	X	
TOMARK, s.r.o.	Viper SD-4 Night-VFR	<i>Metal</i>	Tomark Viper SD-4 (Rotax)	ELA1. Restricted TC.	X	
TRUE FLIGHT Holdings	AA-1	<i>Metal</i>	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-1A	<i>Metal</i>	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-1B	<i>Metal</i>	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-1C	<i>Metal</i>	Grumman/American AA-1 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-5	<i>Metal</i>	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-5A	<i>Metal</i>	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TRUE FLIGHT Holdings	AA-5B	<i>Metal</i>	Grumman/American AA-5 Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TRUE FLIGHT Holdings	AG-5B	<i>Metal</i>	Grumman/American AA-5 Series (Lycoming)	ELA1	X	
TWIN COMMANDER AIRCRAFT Corporation	500A	<i>Metal</i>	Twin Commander 500 Series (Continental)			X
TWIN COMMANDER AIRCRAFT Corporation	500	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	520	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	560	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	500B	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	500S	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	500U	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	560A	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	560E	<i>Metal</i>	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	685	<i>Metal + Pressurised</i>	Twin Commander 600 Series (Continental)			X
TWIN COMMANDER AIRCRAFT Corporation	680	<i>Metal</i>	Twin Commander 600 Series (Lycoming)			X
TWIN COMMANDER	560F	<i>Metal</i>	Twin Commander 600 Series (Lycoming)			X

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
AIRCRAFT Corporation						
TWIN COMMANDER AIRCRAFT Corporation	680E	<i>Metal</i>	Twin Commander 600 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	680F	<i>Metal</i>	Twin Commander 600 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	680FL	<i>Metal</i>	Twin Commander 600 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	720	<i>Metal + Pressurised</i>	Twin Commander 600 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	680FL(P)	<i>Metal + Pressurised</i>	Twin Commander 600 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	700	<i>Metal + Pressurised</i>	Twin Commander 700 Series (Lycoming)			X
VULCANAIR	P.68 'Observer 2'	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)			X
VULCANAIR	P.68 'Observer'	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68 'Victor'	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68B 'Victor'	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68C	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68C-TC	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68R 'Victor'	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.68TC 'Observer'	<i>Metal</i>	Vulcanair P.68 Series (Lycoming)	ELA2	X	
VULCANAIR	P.64 'Oscar'	<i>Metal</i>	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	
VULCANAIR	P.64B 'Oscar 200'	<i>Metal</i>	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	
VULCANAIR	P.64B 'Oscar B 1155'	<i>Metal</i>	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
VULCANAIR	P.64B 'Oscar B'	<i>Metal</i>	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1	X	
VULCANAIR	VULCANAIR V1.0 (formerly P.64B 'OSCAR B 1155')	<i>Metal</i>	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1		
VULCANAIR	VULCANAIR V1.1 (formerly P.64B 'Oscar 200')	<i>Metal</i>	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)	ELA1		
VULCANAIR	P.66B 'Oscar 100'	<i>Metal</i>	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1	X	
VULCANAIR	P.66B 'Oscar 150'	<i>Metal</i>	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1	X	
VULCANAIR	P.66C 'CHARLIE'	<i>Metal</i>	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1	X	
VULCANAIR	VULCANAIR V1.100L (formerly P.66B 'Oscar 100')	<i>Metal</i>	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1		
VULCANAIR	VULCANAIR V1.150L (formerly P.66B 'Oscar 150')	<i>Metal</i>	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1		
VULCANAIR	VULCANAIR V1.CL (formerly P.66C 'Charlie')	<i>Metal</i>	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)	ELA1		
WACO Aircraft Company	YMF F5	<i>Wood + Metal tubing Fabric</i>	Waco YMF (Jacobs)	ELA2	X	
WACO Aircraft Company	YMF F5C	<i>Wood + Metal tubing Fabric</i>	Waco YMF (Jacobs)	ELA2	X	
WACO Classic Aircraft Corp	2T-1A-1	<i>Wood + Metal tubing Fabric</i>	Waco 2T Series (Lycoming)	ELA1	X	
WACO Classic Aircraft Corp	2T-1A-2	<i>Wood + Metal tubing Fabric</i>	Waco 2T Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
WASSMER (Aircraft with SAS)	CE 43	<i>Metal</i>	CERVA CE43 (Lycoming)	ELA2	X	
WASSMER (Aircraft with SAS)	WA 4/21	<i>Wood + Metal tubing Fabric</i>	WA4/21 Series (Lycoming)	ELA2	X	
WASSMER (Aircraft with SAS)	WA 4/21/250 'Super 4/21'	<i>Wood + Metal tubing Fabric</i>	WA4/21 Series (Lycoming)	ELA2	X	
WASSMER (Aircraft with SAS)	WA 40 A	<i>Wood + Metal tubing Fabric</i>	WA40 Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	WA 40 'SUPER IV'	<i>Wood + Metal tubing Fabric</i>	WA40 Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	WA 40 B 'Super IV Sancy'	<i>Wood + Metal tubing Fabric</i>	WA40 Series (Lycoming)	ELA1	X	
WASSMER (Aircraft with SAS)	WA 41 'Baladou'	<i>Wood + Metal tubing Fabric</i>	WA41 (Lycoming)	ELA1	X	
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF 3	<i>Wood</i>	RF 3 (Rectimo)	ELA1	X	
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF 4	<i>Wood</i>	RF 4 (VW)	ELA1	X	
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF 47	<i>Wood</i>	RF 47 (Limbach)	ELA1	X	
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF.6.B. 100	<i>Wood</i>	RF 6B (Continental)	ELA1	X	
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF.6.B. 120	<i>Wood</i>	RF 6B (Lycoming)	ELA1	X	
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF.6.B. 90	<i>Wood</i>	RF 6B (Lycoming)	ELA1	X	
XtremeAir GmbH	XA41	<i>Composite</i>	XtremeAir XA42 (Lycoming)	ELA1	X	
XtremeAir GmbH	XA42	<i>Composite</i>	XtremeAir XA42 (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
YAKOVLEV (Aircraft with SAS)	YAK-18T	<i>Metal</i>	Yakovlev YAK-18T (Vedeneyev)	ELA2	X	
ZAKŁADY LOTNICZE	EM-11C ORKA	<i>Composite</i>	EM-11 (Lycoming)	ELA2	X	
ZENAIR LTD	CH 2000	<i>Metal</i>	Zenair CH2000 (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 L	<i>Metal</i>	Zlin Z-143 L (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 Lsi	<i>Metal</i>	Zlin Z-143 L (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 242 L	<i>Metal</i>	Zlin Z-242 L (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126 T	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 A	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 B	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 M	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 MS	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 T	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 A	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 M	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 A	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS-V	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 F	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 M	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726 K	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142	<i>Metal</i>	Zlin Z-42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142 C	<i>Metal</i>	Zlin Z-42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 M	<i>Metal</i>	Zlin Z-42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 MU	<i>Metal</i>	Zlin Z-42 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 43	<i>Metal</i>	Zlin Z-43 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 M	<i>Metal</i>	Zlin Z-50 Series (LOM)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 L	<i>Metal</i>	Zlin Z-50L Series (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LA	<i>Metal</i>	Zlin Z-50L Series (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LS	<i>Metal</i>	Zlin Z-50L Series (Lycoming)	ELA1	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LX	<i>Metal</i>	Zlin Z-50L Series (Lycoming)	ELA1	X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 L	<i>Metal</i>	Zlin Z-526 L (Lycoming)	ELA1	X	

STCs in GROUP 3 AEROPLANES

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GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BARBARA AND ROBERT WILLIAMS (STC)	150	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150A	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150B	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150C	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150D	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150E	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150F	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150G	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150H	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150J	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150K	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
BARBARA AND ROBERT WILLIAMS (STC)	150L	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	150M	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	A150K	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	A150L	Metal	Cessna 150 Series (Lycoming)	ELA1. STC No 10015952	X	
CEAPR (STC)	DR 400/120 D	Wood	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/140 B	Wood	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/180 R	Wood	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/200 R	Wood	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
CEAPR (STC)	DR 400/RP	Wood	Robin DR 400 (Thielert)	ELA1. STC No 10014219	X	
HOFFMANN GmbH & Co. KG (STC)	150	Metal	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
HOFFMANN GmbH & Co. KG (STC)	A150	Metal	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
HOFFMANN GmbH & Co. KG (STC)	F150	Metal	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
HOFFMANN GmbH & Co. KG (STC)	FA150	Metal	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
LTB SAMMET GmbH (STC)	150D	Metal	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150E	Metal	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150F	Metal	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150G	Metal	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
LTB SAMMET GmbH (STC)	150H	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150J	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150K	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150L	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150M	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	A150L	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150G	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150H	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150J	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150K	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150L	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150M	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
LTB SAMMET GmbH (STC)	FA150K	<i>Metal</i>	Cessna 150 (Rotax)	ELA1. STC No 10015134	X	
PORSCHE AG (STC)	182Q	<i>Metal</i>	Cessna 182Q/F182Q (Porsche)	ELA2. STC	X	
PORSCHE AG (STC)	F182Q	<i>Metal</i>	Cessna 182Q/F182Q (Porsche)	ELA2. STC	X	
SAFRAN ENGINES SAS (STC)	182M	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182N	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
SAFRAN ENGINES SAS (STC)	182P	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182Q	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	182R	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	F182P	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SAFRAN ENGINES SAS (STC)	F182Q	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10013975		
SMA ENGINES INC. (STC)	182Q	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10016495	X	
SMA ENGINES INC. (STC)	182R	<i>Metal</i>	Cessna 182/F182 Series (SMA)	ELA2. STC No 10016495	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	150	<i>Metal</i>	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	A150	<i>Metal</i>	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	F150	<i>Metal</i>	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	FA150	<i>Metal</i>	Cessna 150/A150/F150/FA150 (Rotax)	ELA1. STC	X	
TECHNIFY MOTORS GmbH (STC)	172F	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172G	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172H	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172I	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172K	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TECHNIFY MOTORS GmbH (STC)	172L	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172M	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172N	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172P	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172R	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172S	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172F	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172G	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172H	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172K	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172L	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172M	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172N	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172P	<i>Metal</i>	Cessna 172/F172 (Technify)	ELA1. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	T206H	<i>Metal</i>	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	TU206F	<i>Metal</i>	Cessna 206 (Technify)	ELA2. STC No 10014500	X	

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1) (STC)						
STC holder	Model	Type of structure	Part-66 type rating endorsement	Note	MTOM	
					≤2T	>2T
TECHNIFY MOTORS GmbH (STC)	TU206G	<i>Metal</i>	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206F	<i>Metal</i>	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206G	<i>Metal</i>	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206H	<i>Metal</i>	Cessna 206 (Technify)	ELA2. STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	SR22	<i>Composite</i>	Cirrus SR22 (Technify)	ELA2. STC	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-140	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-150	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-151	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-160	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-161	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-180	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-181	<i>Metal</i>	Piper PA-28-140/150/151/160/161/180/181 (Technify)	ELA1. STC No 10014364	X	

GROUP 4 SAILPLANES

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GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
AEROCLUBUL ROMANIEI	IS-28B2	metal	
AEROCLUBUL ROMANIEI	IS-29D	metal	
AEROCLUBUL ROMANIEI	IS-29D2	metal	
AEROCLUBUL ROMANIEI	IS-30	metal	
AEROCLUBUL ROMANIEI	IS-32A	metal	
AIRBUS DEFENCE AND SPACE GmbH	FS 24 "Phoenix T"	composite	
AIRBUS DEFENCE AND SPACE GmbH	FS 24 "Phoenix T0"	composite	
AIRBUS DEFENCE AND SPACE GmbH	FS 24 "Phoenix"	composite	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus A0	composite	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus A1	composite	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus B1	composite	
AIRBUS DEFENCE AND SPACE GmbH	Phoebus C	composite	
ALEXANDER SCHLEICHER	AS 12	composite	
ALEXANDER SCHLEICHER	ASG 32	composite	The model has also powered variants.
ALEXANDER SCHLEICHER	ASG 32 MI	composite	
ALEXANDER SCHLEICHER	ASH 25	composite	
ALEXANDER SCHLEICHER	ASH 26	composite	
ALEXANDER SCHLEICHER	AS-K 13	metal-tube, wood	
ALEXANDER SCHLEICHER	ASK 18	metal-tube, wood	
ALEXANDER SCHLEICHER	ASK 18 B	metal-tube, wood	
ALEXANDER SCHLEICHER	ASK 21	composite	
ALEXANDER SCHLEICHER	ASK 21 B	composite	
ALEXANDER SCHLEICHER	ASK 23	composite	
ALEXANDER SCHLEICHER	ASK 23 B	composite	
ALEXANDER SCHLEICHER	ASW 12	composite	
ALEXANDER SCHLEICHER	ASW 12 BV	composite	
ALEXANDER SCHLEICHER	ASW 15	composite	
ALEXANDER SCHLEICHER	ASW 15 B	composite	
ALEXANDER SCHLEICHER	ASW 17	composite	
ALEXANDER SCHLEICHER	ASW 19	composite	
ALEXANDER SCHLEICHER	ASW 19 B	composite	
ALEXANDER SCHLEICHER	ASW 20	composite	
ALEXANDER SCHLEICHER	ASW 20 B	composite	
ALEXANDER SCHLEICHER	ASW 20 BL	composite	
ALEXANDER SCHLEICHER	ASW 20 C	composite	
ALEXANDER SCHLEICHER	ASW 20 CL	composite	
ALEXANDER SCHLEICHER	ASW 20 L	composite	
ALEXANDER SCHLEICHER	ASW 22	composite	
ALEXANDER SCHLEICHER	ASW 22 B	composite	
ALEXANDER SCHLEICHER	ASW 22 BE	composite	
ALEXANDER SCHLEICHER	ASW 22 BL	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
ALEXANDER SCHLEICHER	ASW 24	composite	
ALEXANDER SCHLEICHER	ASW 24 B	composite	
ALEXANDER SCHLEICHER	ASW 27	composite	
ALEXANDER SCHLEICHER	ASW 27-18	composite	
ALEXANDER SCHLEICHER	ASW 28	composite	
ALEXANDER SCHLEICHER	ASW 28-18	composite	
ALEXANDER SCHLEICHER	K 10 A	wood	
ALEXANDER SCHLEICHER	K 7	metal-tube, wood	
ALEXANDER SCHLEICHER	K 8	metal-tube, wood	
ALEXANDER SCHLEICHER	K 8 B	metal-tube, wood	
ALEXANDER SCHLEICHER	K 8 C	metal-tube, wood	
ALEXANDER SCHLEICHER	Ka 6 BR	wood	
ALEXANDER SCHLEICHER	Ka 6 BR-Pe	wood	
ALEXANDER SCHLEICHER	Ka 6 C	wood	
ALEXANDER SCHLEICHER	Ka 6 CR	wood	
ALEXANDER SCHLEICHER	Ka 6 CR-PE	wood	
ALEXANDER SCHLEICHER	Ka 6 E	wood	
ALEXANDER SCHLEICHER	Ka 6/0	wood	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD-48-3 Jantar Standard 3	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD-50-3 "Puchacz"	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD-51-1 "Junior"	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD-55-1	composite	
ALLSTAR PZL GLIDER SP. Z.O.O.	SZD-59 "Acro"	composite	
AVIACOM.PL SP. ZO.O.	B1-PW-5	composite	
AVIACOM.PL SP. ZO.O.	B1-PW-5D	composite	
AVIONIC SPOLKA JAWNA	SZD-56-1 "Diana"	composite	
AVIONIC SPOLKA JAWNA	SZD-56-2 "Diana 2"	composite	
BARRY AVIATION, LLC	KR-03A	metal	
BLANIK AIRCRAFT CZ s.r.o.	L - 33 SÓLO	metal	
BLANIK AIRCRAFT CZ s.r.o.	L 13 A Blanik	metal	
BLANIK AIRCRAFT CZ s.r.o.	L 23 SUPER-BLANÍK	metal	
BLANIK AIRCRAFT CZ s.r.o.	L-13 "BLANÍK"	metal	
BLANIK AIRCRAFT CZ s.r.o.	L-13 AC BLANÍK	metal	
DG FLUGZEUGBAU GMBH	DG-100	composite	
DG FLUGZEUGBAU GMBH	DG-100 ELAN	composite	
DG FLUGZEUGBAU GMBH	DG-100 G	composite	
DG FLUGZEUGBAU GMBH	DG-100 G ELAN	composite	
DG FLUGZEUGBAU GMBH	DG-1000S	composite	
DG FLUGZEUGBAU GMBH	DG-200	composite	
DG FLUGZEUGBAU GMBH	DG-200/17	composite	
DG FLUGZEUGBAU GMBH	DG-200/17 C	composite	
DG FLUGZEUGBAU GMBH	DG-300	composite	
DG FLUGZEUGBAU GMBH	DG-300 CLUB ELAN	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
DG FLUGZEUGBAU GMBH	DG-300 CLUB ELAN ACRO	composite	
DG FLUGZEUGBAU GMBH	DG-300 ELAN	composite	
DG FLUGZEUGBAU GMBH	DG-300 ELAN ACRO	composite	
DG FLUGZEUGBAU GMBH	DG-500 ELAN ORION	composite	
DG FLUGZEUGBAU GMBH	DG-500 ELAN TRAINER	composite	
DG FLUGZEUGBAU GMBH	DG-500/20 ELAN	composite	
DG FLUGZEUGBAU GMBH	DG-500/22 ELAN	composite	
DG FLUGZEUGBAU GMBH	DG-600	composite	
DG FLUGZEUGBAU GMBH	DG-600/18	composite	
DG FLUGZEUGBAU GMBH	DG-800 S	composite	
DG FLUGZEUGBAU GMBH	DG-808 S	composite	
DG FLUGZEUGBAU GMBH	LS 1-0	composite	
DG FLUGZEUGBAU GMBH	LS 10-a	composite	
DG FLUGZEUGBAU GMBH	LS 1-a	composite	
DG FLUGZEUGBAU GMBH	LS 1-b	composite	
DG FLUGZEUGBAU GMBH	LS 1-c	composite	
DG FLUGZEUGBAU GMBH	LS 1-d	composite	
DG FLUGZEUGBAU GMBH	LS 1-e	composite	
DG FLUGZEUGBAU GMBH	LS 1-f	composite	
DG FLUGZEUGBAU GMBH	LS 1-f (45)	composite	
DG FLUGZEUGBAU GMBH	LS 3	composite	
DG FLUGZEUGBAU GMBH	LS 3-17	composite	
DG FLUGZEUGBAU GMBH	LS 3-a	composite	
DG FLUGZEUGBAU GMBH	LS 4	composite	
DG FLUGZEUGBAU GMBH	LS 4-a	composite	
DG FLUGZEUGBAU GMBH	LS 4-b	composite	
DG FLUGZEUGBAU GMBH	LS 6	composite	
DG FLUGZEUGBAU GMBH	LS 6-18w	composite	
DG FLUGZEUGBAU GMBH	LS 6-a	composite	
DG FLUGZEUGBAU GMBH	LS 6-b	composite	
DG FLUGZEUGBAU GMBH	LS 6-c	composite	
DG FLUGZEUGBAU GMBH	LS 6-c18	composite	
DG FLUGZEUGBAU GMBH	LS 7	composite	
DG FLUGZEUGBAU GMBH	LS 7-WL	composite	
DG FLUGZEUGBAU GMBH	LS10-s	composite	
DG FLUGZEUGBAU GMBH	LS8	composite	
DG FLUGZEUGBAU GMBH	LS8-18	composite	
DG FLUGZEUGBAU GMBH	LS8-a	composite	
DG FLUGZEUGBAU GMBH	LS8-b	composite	
DG FLUGZEUGBAU GMBH	LS8-s	composite	
DG FLUGZEUGBAU GMBH	LS8-sb	composite	
ECOFly GMBH	FK 3	metal	
EICHELSDOERFER GMBH	mistral-c	composite	
EICHELSDOERFER GMBH	SB 5 B	wood	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
EICHELSDOERFER GMBH	SB 5 E	wood	
FIBERGLAS TECHNIK R. LINDNER	ASTIR CS	composite	
FIBERGLAS TECHNIK R. LINDNER	ASTIR CS 77	composite	
FIBERGLAS TECHNIK R. LINDNER	ASTIR CS Jeans	composite	
FIBERGLAS TECHNIK R. LINDNER	CLUB ASTIR II	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 "TWIN II"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 A "TWIN II ACRO"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 C "TWIN III ACRO"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G 103 C "TWIN III"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G102 "CLUB ASTIR III b"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G102 "CLUB ASTIR III"	composite	
FIBERGLAS TECHNIK R. LINDNER	GROB G102 "STANDARD ASTIR III"	composite	
FIBERGLAS TECHNIK R. LINDNER	SPEED ASTIR II	composite	
FIBERGLAS TECHNIK R. LINDNER	SPEED ASTIR II B	composite	
FIBERGLAS TECHNIK R. LINDNER	STANDARD ASTIR II	composite	
FIBERGLAS TECHNIK R. LINDNER	TWIN ASTIR	composite	
FIBERGLAS TECHNIK R. LINDNER	TWIN ASTIR TRAINER	composite	
GLASFASER-FLUGZEUG-SERVICE	BS 1	composite	
GLASFASER-FLUGZEUG-SERVICE	Club Libelle 205	composite	
GLASFASER-FLUGZEUG-SERVICE	Glasflügel 304	composite	
GLASFASER-FLUGZEUG-SERVICE	Glasflügel 604	composite	
GLASFASER-FLUGZEUG-SERVICE	H 301 "Libelle"	composite	
GLASFASER-FLUGZEUG-SERVICE	H 301 B	composite	
GLASFASER-FLUGZEUG-SERVICE	H 301 serial No. 1	composite	
GLASFASER-FLUGZEUG-SERVICE	Hornet	composite	
GLASFASER-FLUGZEUG-SERVICE	Hornet C	composite	
GLASFASER-FLUGZEUG-SERVICE	Kestrel	composite	
GLASFASER-FLUGZEUG-SERVICE	Mosquito	composite	
GLASFASER-FLUGZEUG-SERVICE	Mosquito B	composite	
GLASFASER-FLUGZEUG-SERVICE	Standard Libelle	composite	
GLASFASER-FLUGZEUG-SERVICE	Standard Libelle 201 B	composite	
GLASFASER-FLUGZEUG-SERVICE	Standard Libelle 203	composite	
HPH SPOL SRO	Glasflügel 304 C	composite	
HPH SPOL SRO	Glasflügel 304 CZ	composite	
HPH SPOL SRO	Glasflügel 304 CZ-17	composite	
HPH SPOL SRO	Glasflügel 304 S	composite	
M & D FLUGZEUGBAU GMBH	JS-MD 1C	composite	The model has also powered variants.
PILATUS AIRCRAFT LTD.	B4-PC11	metal	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
PILATUS AIRCRAFT LTD.	B4-PC11A	metal	
PILATUS AIRCRAFT LTD.	B4-PC11AF	metal	
SCHEIBE AIRCRAFT GMBH	Bergfalke II	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Bergfalke II-55	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Bergfalke III	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Bergfalke IV	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	L-Spatz	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	L-Spatz 55	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	L-Spatz III	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Mü 13 E "Bergfalke"	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 26 A "Standard"	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 27 A	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 27 B	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 30 A "Club-Spatz"	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 34	composite	
SCHEIBE AIRCRAFT GMBH	SF 34 B	composite	
SCHEIBE AIRCRAFT GMBH	Spatz 55	composite	
SCHEIBE AIRCRAFT GMBH	Spatz A	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Spatz B	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Specht	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Sperber	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel I	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel II	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel III	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel III A	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel III B	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel IV	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	Zugvogel IV A	metal-tube, wood	
SCHEMPP HIRTH FLUGZEUGBAU	Arcus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Cirrus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Cirrus-VTC	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus CS	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus-2a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus-2b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus-2c	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Duo Discus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Duo Discus C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus Ce	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Mini Nimbus B	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
SCHEMPP HIRTH FLUGZEUGBAU	Mini Nimbus C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Mini Nimbus HS 7	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-2	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-2B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-2C	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-3	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-3/24,5	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-3D	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-4	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-4D	composite	
SCHEMPP HIRTH FLUGZEUGBAU	S	wood	
SCHEMPP HIRTH FLUGZEUGBAU	SH	wood	
SCHEMPP HIRTH FLUGZEUGBAU	SH 1	wood	
SCHEMPP HIRTH FLUGZEUGBAU	SHK 1	wood	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus B	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus CS 11-75L	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Standard Cirrus G	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus a/16.6	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus b/16.6	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus c	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus-2a	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus-2b	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus-2c	composite	
SCHEMPP HIRTH VÝROBA LETADEL	VSO 10	composite	
SCHEMPP HIRTH VÝROBA LETADEL	VSO 10 C	composite	
SN CENTRAIR	101	composite	
SN CENTRAIR	101 A	composite	
SN CENTRAIR	101 AP	composite	
SN CENTRAIR	101 B	composite	
SN CENTRAIR	101 BC	composite	
SN CENTRAIR	101 D	composite	
SN CENTRAIR	101 P	composite	
SN CENTRAIR	201 A	composite	
SN CENTRAIR	201 B	composite	
SN CENTRAIR	201 B1	composite	
SN CENTRAIR	ASW 20 F	composite	
SN CENTRAIR	ASW 20 FL	composite	
SN CENTRAIR	SNC 34C	composite	
SPORTINE AVIACIJA IR KO	LAK-12	composite	
SPORTINE AVIACIJA IR KO	LAK-17A	composite	
SPORTINE AVIACIJA IR KO	LAK-19	composite	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
WITHOUT TC HOLDER - ORPHANED	905 A	wood	
WITHOUT TC HOLDER - ORPHANED	905 S	wood	
WITHOUT TC HOLDER - ORPHANED	905 SA	wood	
WITHOUT TC HOLDER - ORPHANED	Avia Strotel AC-4c	composite	
WITHOUT TC HOLDER - ORPHANED	Carman-Morelli M200	wood	
WITHOUT TC HOLDER - ORPHANED	Diamant 16.5	composite	
WITHOUT TC HOLDER - ORPHANED	Diamant 18	composite	
WITHOUT TC HOLDER - ORPHANED	Elfe S3	metal, wood, composite	
WITHOUT TC HOLDER - ORPHANED	Elfe S4	metal, wood, composite	
WITHOUT TC HOLDER - ORPHANED	Elfe S4A	metal, wood, composite	
WITHOUT TC HOLDER - ORPHANED	Glasflügel 304 B	composite	
WITHOUT TC HOLDER - ORPHANED	H 101 "Salto"	composite	
WITHOUT TC HOLDER - ORPHANED	HBV-Diamant	composite	
WITHOUT TC HOLDER - ORPHANED	JP 15-36 A	composite	
WITHOUT TC HOLDER - ORPHANED	JP 15-36 AR	composite	
WITHOUT TC HOLDER - ORPHANED	Kenilworth Me7	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 20	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 20B	composite	
WITHOUT TC HOLDER - ORPHANED	PIK-20D	composite	
WITHOUT TC HOLDER - ORPHANED	Siren "Edelweiss" C30S	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T51 Dart 15	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T51 Dart 17	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T51 Dart 17R	wood	
WITHOUT TC HOLDER - ORPHANED	Slingsby T53B	composite	
WITHOUT TC HOLDER - ORPHANED	Slingsby T59D	composite	
WITHOUT TC HOLDER - ORPHANED	Standard Cirrus 75 VTC	composite	
WITHOUT TC HOLDER - ORPHANED	Standard Cirrus G/81	composite	
WITHOUT TC HOLDER - ORPHANED	T.65 "Vega"	composite	
WITHOUT TC HOLDER - ORPHANED	WA 26 CM	wood, composite	
WITHOUT TC HOLDER - ORPHANED	WA 26 P	wood, composite	
WITHOUT TC HOLDER - ORPHANED	WA 28	composite	
WITHOUT TC HOLDER - ORPHANED	WA 28 E	composite	
WITHOUT TC HOLDER - ORPHANED	WA 28 EF	composite	
WITHOUT TC HOLDER - ORPHANED	WA 28 F	composite	
ZAKLAD SZYBOWCOWY JEZOW	PW-5 "Smyk"	composite	
ZAKLAD SZYBOWCOWY JEZOW	PW-6U	composite	
ZAKLAD SZYBOWCOWY JEZOW	SZD-22B "Mucha-Standard"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-22C "Mucha-Standard"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-24 C "Foka"	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-24-4A	wood	

GROUP 4 SAILPLANES			
TC Holder	Model	Type of structure	Note
ZAKLAD SZYBOWCOWY JEZOW	SZD-25A Lis	<i>metal-tube, wood</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-30 "Pirat"	<i>wood</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-30C "Pirat"	<i>wood</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-32A "Foka 5"	<i>wood</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-36A "Cobra 15"	<i>wood, composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-38A "Jantar 1"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-41A "Jantar Standard"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-42 "Jantar 2"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-42-1 "Jantar 2"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-42-2 "Jantar 2B"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48 "Jantar Standard 2"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-1 "Jantar Standard 2"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-1M "Jantar Standard 2M"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-3M "Brawo"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48-3M1 "Brawo"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-48M "Jantar Standard 2M"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-52-3 "Krokus S"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-52-4 "Krokus C"	<i>composite</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-9 bis 1 D "Bocian"	<i>wood</i>	
ZAKLAD SZYBOWCOWY JEZOW	SZD-9 bis 1 E "Bocian"	<i>wood</i>	
ZAKLADY LOTNICZE	MDM-1 "Fox"	<i>composite</i>	
ZAKLADY LOTNICZE	MDM-1P "Fox-P"	<i>composite</i>	
ZAKLADY LOTNICZE	Swift S-1	<i>composite</i>	

GROUP 4 POWERED SAILPLANES

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GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
AEROCLUBUL ROMANIEI	IS-28M2	metal	
AEROCLUBUL ROMANIEI	IS-28M2/80HP	metal	
AEROCLUBUL ROMANIEI	IS-28M2/G	metal	
AEROCLUBUL ROMANIEI	IS-28M2/GR	metal	
AEROMOT - INDUSTRIA MECANICO	AMT-100	composite	
AEROMOT - INDUSTRIA MECANICO	AMT-200	composite	
AEROMOT - INDUSTRIA MECANICO	AMT-200S	composite	
ALEXANDER SCHLEICHER	ASG 32 EI	composite	
ALEXANDER SCHLEICHER	ASH 25 E	composite	
ALEXANDER SCHLEICHER	ASH 25 M	composite	
ALEXANDER SCHLEICHER	ASH 26 E	composite	
ALEXANDER SCHLEICHER	ASH 26 E	composite	
ALEXANDER SCHLEICHER	ASH 30 Mi	composite	
ALEXANDER SCHLEICHER	ASH 31 Mi	composite	
ALEXANDER SCHLEICHER	ASK 14	metal-tube, wood	
ALEXANDER SCHLEICHER	ASK 16	metal-tube, wood	
ALEXANDER SCHLEICHER	ASK 16 B	metal-tube, wood	
ALEXANDER SCHLEICHER	ASK 21 Mi	composite	
ALEXANDER SCHLEICHER	ASW 22 BLE	composite	
ALEXANDER SCHLEICHER	ASW 22 BLE 50R	composite	
ALEXANDER SCHLEICHER	ASW 22 M	composite	
ALEXANDER SCHLEICHER	ASW 24 E	composite	
ALEXANDER SCHLEICHER	ASW 27-18 E	composite	
ALEXANDER SCHLEICHER	ASW 28-18 E	composite	
AMS-FLIGHT D.O.O.	CARAT A	composite	
BINDER MOTORENBAU GMBH	ASH 25 EB	composite	
BINDER MOTORENBAU GMBH	ASH 25 EB 28	composite	
BINDER MOTORENBAU GMBH	EB 28	composite	
BINDER MOTORENBAU GMBH	EB 28 Edition	composite	
BINDER MOTORENBAU GMBH	EB 29	composite	
BINDER MOTORENBAU GMBH	EB 29D	composite	
BINDER MOTORENBAU GMBH	EB29DR	composite	
BINDER MOTORENBAU GMBH	EB29R	composite	
DG FLUGZEUGBAU GMBH	DG-1000M	composite	
DG FLUGZEUGBAU GMBH	DG-1000T	composite	
DG FLUGZEUGBAU GMBH	DG-400	composite	
DG FLUGZEUGBAU GMBH	DG-500 M	composite	
DG FLUGZEUGBAU GMBH	DG-500 MB	composite	
DG FLUGZEUGBAU GMBH	DG-600/18 M	composite	
DG FLUGZEUGBAU GMBH	DG-600M	composite	
DG FLUGZEUGBAU GMBH	DG-800 A	composite	
DG FLUGZEUGBAU GMBH	DG-800 B	composite	

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
DG FLUGZEUGBAU GMBH	DG-800 LA	composite	
DG FLUGZEUGBAU GMBH	DG-808 C	composite	
DG FLUGZEUGBAU GMBH	LS10-st	composite	
DG FLUGZEUGBAU GMBH	LS8-t	composite	
DG FLUGZEUGBAU GMBH	LS9	composite	
DIAMOND AIRCRAFT INDUSTRIES	H 36 "Dimona"	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 "Super Dimona"	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 R "Super Dimona"	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TC	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TS	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TTC	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36 TTC-ECO	composite	
DIAMOND AIRCRAFT INDUSTRIES	HK 36-TTS	composite	
E.I.S. HOLDING GmbH	Fournier RF 3	wood	
E.I.S. HOLDING GmbH	Fournier RF 4	wood	
E.I.S. HOLDING GmbH	Fournier RF 4 D	wood	
E.I.S. HOLDING GmbH	Fournier RF 5	wood	
E.I.S. HOLDING GmbH	Fournier RF 5 B "Sperber"	wood	
E.I.S. HOLDING GmbH	SFS 31 "Milan"	wood	
EICHELSDOERFER GMBH	KIWI	composite	
EVEKTOR, SPOL. S R.O.	L 13 SDL Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SDM Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SE Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SEH Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SL Vivat	metal	
EVEKTOR, SPOL. S R.O.	L 13 SW Vivat	metal	
FIBERGLAS TECHNIK R. LINDNER	G 103 C TWIN III SL	composite	
FISCHER UND ENTWICKLUNGEN	ASTIR CS 77 TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASTIR CS Jeans TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASTIR CS TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20 TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20B TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20BL TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20C TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20CL TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 20L TOP	composite	
FISCHER UND ENTWICKLUNGEN	ASW 24 TOP	composite	
FISCHER UND ENTWICKLUNGEN	Standard Cirrus B TOP	composite	
FISCHER UND ENTWICKLUNGEN	Standard Cirrus TOP	composite	
FOURNIER, RENE	RF 9	wood	
GANTENBRINK, BRUNO	Eta	composite	
GROB AIRCRAFT AG	G109	composite	
GROB AIRCRAFT AG	G109 B	composite	
HB-FLUGTECHNIK GMBH	HB 21	metal-tube, wood	

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
HB-FLUGTECHNIK GMBH	HB 21 V1	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 21 V2	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 21/2400	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 21/2400 B	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400 Scanliner	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400 SP	metal-tube, wood	
HB-FLUGTECHNIK GMBH	HB 23/2400 V2	metal-tube, wood	
HPH SPOL SRO	Glasflügel 304 eS	composite	
HPH SPOL SRO	Glasflügel 304 MS	composite	
KORFF LUFTFAHRT	Taifun 17 E	composite	
KORFF LUFTFAHRT	Taifun 17 E II	composite	
LANGE AVIATION GMBH	E1 Antares	composite	
M & D FLUGZEUGBAU GMBH	AVO 68 - R "Samburo"	metal-tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - R 100 "Samburo"	metal-tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - R 115 "Samburo"	metal-tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - s "Samburo"	metal-tube, wood	
M & D FLUGZEUGBAU GMBH	AVO 68 - v "Samburo"	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 A	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 B	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 C	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 D	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 E	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 25 K	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 28 A "Tandem-Falke"	metal-tube, wood	
SCHEIBE AIRCRAFT GMBH	SF 36 A	composite	
SCHEIBE AIRCRAFT GMBH	SF 36 R	composite	
SCHEMPP HIRTH FLUGZEUGBAU	ARCUS M	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Arcus T	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus bM	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus bT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus-2cFES	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus-2cT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Discus-2T	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Duo Discus T	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus CM	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Janus CT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-2M	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-3DM	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-3DT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-3T	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-4DM	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-4DT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-4M	composite	

GROUP 4 POWERED SAILPLANES			
TC Holder	Model	Type of structure	Note
SCHEMPP HIRTH FLUGZEUGBAU	Nimbus-4T	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus bT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus cM	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus cT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus-2cM	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus-2cT	composite	
SCHEMPP HIRTH FLUGZEUGBAU	Ventus-3T	composite	
SPORTINE AVIACIJA IR KO	LAK-17AT	composite	
SPORTINE AVIACIJA IR KO	LAK-17B FES	composite	
SPORTINE AVIACIJA IR KO	LAK-19T	composite	
STEMME AG	S6	composite	
STEMME AG	S6-RT	composite	
STEMME AG	Stemme S10	composite	
STEMME AG	Stemme S10-V	composite	
STEMME AG	Stemme S10-VT	composite	
STEMME AG	Stemme S12	composite	
TECHNOFLUG LEICHTFLUGZEUGBAU	CARAT	composite	
TECHNOFLUG LEICHTFLUGZEUGBAU	Piccolo	composite	
TECHNOFLUG LEICHTFLUGZEUGBAU	Piccolo B	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 20 E II F	composite	
WITHOUT TC HOLDER - ORPHANED	PIK 30	composite	
WITHOUT TC HOLDER - ORPHANED	PIK-20 E	composite	
WITHOUT TC HOLDER - ORPHANED	PIK-20 E II	composite	
WITHOUT TC HOLDER - ORPHANED	RF-5 AJ-1 Serrania	wood	
ZAKLAD SZYBOWCOWY JEZOW	SZD-45A "Ogar"	composite	

GROUP 4 GAS BALLOONS
ED Decision 2019/024/R

GROUP 4 GAS BALLOONS		
TC Holder	Model	Note
BALLONBAU WÖRNER GMBH	K-STU/1000	ELA1
BALLONBAU WÖRNER GMBH	K-STU/1260	ELA2
BALLONBAU WÖRNER GMBH	K-STU/1680	ELA2
BALLONBAU WÖRNER GMBH	K-STU/300	ELA1
BALLONBAU WÖRNER GMBH	K-STU/630	ELA1
BALLONBAU WÖRNER GMBH	K-STU/780	ELA1
BALLONBAU WÖRNER GMBH	K-STU/945	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/1000	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/280	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/380	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/510	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/640	ELA1
BALLONBAU WÖRNER GMBH	NL-STU/840	ELA1
CAMERON BALLOONS LIMITED	GB 1000	ELA1
LINDSTRAND TECHNOLOGIES LTD.	105G	ELA1
LINDSTRAND TECHNOLOGIES LTD.	14M	ELA1
LINDSTRAND TECHNOLOGIES LTD.	203M	ELA2
LINDSTRAND TECHNOLOGIES LTD.	77M	ELA2
WITHOUT TC HOLDER — ORPHANED	K-1050/3-Ri	ELA1
WITHOUT TC HOLDER — ORPHANED	K-1260/3-Ri	ELA2
WITHOUT TC HOLDER — ORPHANED	K-1680/4-Ri	ELA2
WITHOUT TC HOLDER — ORPHANED	K-630/1-Ri	ELA1
WITHOUT TC HOLDER — ORPHANED	K-780/2-Ri	ELA1
WITHOUT TC HOLDER — ORPHANED	K-945/2-Ri	ELA1
AERONAUTICAL CENTER AUGUR	AL-30	ELA2 (Tethered gas balloon)
AEROPHILE SAS	AEROPHILE 5500	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FK-5500/STU	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FKP-STU/280	ELA1 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FKP-STU/380	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FKP-STU/510	ELA2 (Tethered gas balloon)
BALLONBAU WÖRNER GMBH	FK-STU/280	ELA1 (Tethered gas balloon)
LINDSTRAND TECHNOLOGIES LTD.	203T	ELA2 (Tethered gas balloon)
LINDSTRAND TECHNOLOGIES LTD.	9T	ELA1 (Tethered gas balloon)
LINDSTRAND TECHNOLOGIES LTD.	LBL 203P	ELA2 (Tethered gas balloon)

GROUP 4 HOT-AIR BALLOONS
ED Decision 2019/024/R

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
AEROSTAR INTERNATIONAL	CELL	ELA2
AEROSTAR INTERNATIONAL	RX-6	ELA2
AEROSTAR INTERNATIONAL	RX-7	ELA2
AEROSTAR INTERNATIONAL	RX-8	ELA2
AEROSTAR INTERNATIONAL	RX-9	ELA2
AEROSTAR INTERNATIONAL	RXS-8	ELA2
AEROSTAR INTERNATIONAL	S-49A	ELA2
AEROSTAR INTERNATIONAL	S-52A	ELA2
AEROSTAR INTERNATIONAL	S-53A	ELA2
AEROSTAR INTERNATIONAL	S-55A	ELA2
AEROSTAR INTERNATIONAL	S-57A	ELA2
AEROSTAR INTERNATIONAL	S-57S	ELA2
AEROSTAR INTERNATIONAL	S-60A	ELA2
AEROSTAR INTERNATIONAL	S-66A	ELA2
AEROSTAR INTERNATIONAL	S-71A	ELA2
AEROSTAR INTERNATIONAL	S-77A	ELA2
AEROSTAR INTERNATIONAL	W100LB	ELA2
BALLONS CHAIZE	CS 1600 F12	ELA1
BALLONS CHAIZE	CS 1600 F24	ELA1
BALLONS CHAIZE	CS 1800 F12	ELA1
BALLONS CHAIZE	CS 1800 F24	ELA1
BALLONS CHAIZE	CS 2000 F12	ELA1
BALLONS CHAIZE	CS 2000 F24	ELA1
BALLONS CHAIZE	CS 2200 F12	ELA1
BALLONS CHAIZE	CS 2200 F16	ELA1
BALLONS CHAIZE	CS 2200 F24	ELA1
BALLONS CHAIZE	CS 2200 F32	ELA1
BALLONS CHAIZE	CS 3000 F16	ELA1
BALLONS CHAIZE	CS 3000 F32	ELA1
BALLONS CHAIZE	CS 4000 F16	ELA2
BALLONS CHAIZE	CS 4000 F32	ELA2
BALLONS CHAIZE	DC 1800 F16	ELA1
BALLONS CHAIZE	DC 2000 F16	ELA1
BALLONS CHAIZE	DC 2200 F16	ELA1
BALLONS CHAIZE	DC-Type	ELA1
BALLONS CHAIZE	JZ 18 F12	ELA1
BALLONS CHAIZE	JZ 18 F24	ELA1
BALLONS CHAIZE	JZ 20 F12	ELA1
BALLONS CHAIZE	JZ 20 F24	ELA1
BALLONS CHAIZE	JZ 22 F12	ELA1
BALLONS CHAIZE	JZ 22 F24	ELA1
BALLONS CHAIZE	JZ 25 F12	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
BALLONS CHAIZE	JZ 25 F16	ELA1
BALLONS CHAIZE	JZ 25 F24	ELA1
BALLONS CHAIZE	JZ 25 F32	ELA1
BALLONS CHAIZE	JZ 30 F16	ELA1
BALLONS CHAIZE	JZ 30 F32	ELA1
BALLONS CHAIZE	JZ 35 F16	ELA2
BALLONS CHAIZE	JZ 35 F32	ELA2
BALLONS CHAIZE	JZ 40 F16	ELA2
BALLONS CHAIZE	JZ 40 F32	ELA2
BALLONS CHAIZE	JZX 18 F12	ELA1
BALLONS CHAIZE	JZX 18 F24	ELA1
BALLONS CHAIZE	JZX 20 F12	ELA1
BALLONS CHAIZE	JZX 20 F24	ELA1
BALLONS CHAIZE	JZX 22 F12	ELA1
BALLONS CHAIZE	JZX 22 F24	ELA1
BALLONS CHAIZE	JZX 25 F12	ELA1
BALLONS CHAIZE	JZX 25 F16	ELA1
BALLONS CHAIZE	JZX 25 F24	ELA1
BALLONS CHAIZE	JZX 25 F32	ELA1
BALLONS CHAIZE	JZX 30 F16	ELA1
BALLONS CHAIZE	JZX 30 F32	ELA1
BALLONS CHAIZE	JZX 35 F16	ELA2
BALLONS CHAIZE	JZX 35 F32	ELA2
BALLONS CHAIZE	JZX 40 F16	ELA2
BALLONS CHAIZE	JZX 40 F32	ELA2
BALLONS LIBERT S.P.R.L.	L12-2600	ELA1
BALLONS LIBERT S.P.R.L.	L12-3000	ELA1
BALLONS LIBERT S.P.R.L.	L1800	ELA1
BALLONS LIBERT S.P.R.L.	L2200	ELA1
BALLONS LIBERT S.P.R.L.	L2600	ELA1
BALLONS LIBERT S.P.R.L.	L3000	ELA1
BALLONS LIBERT S.P.R.L.	L3000+	ELA1
BALLONS LIBERT S.P.R.L.	L3400	ELA1
BALLONS LIBERT S.P.R.L.	L4000+	ELA2
BALLONS LIBERT S.P.R.L.	L4500	ELA2
BALLONS LIBERT S.P.R.L.	L5000	ELA2
BALLONS LIBERT S.P.R.L.	LC Replica	ELA1
BALLONS LIBERT S.P.R.L.	LC2000	ELA1
BALLONSERVICE UND TECHNIK	Schön-Mars	ELA2
BALLONSERVICE UND TECHNIK	Schön-Neptun	ELA2
BALLONSERVICE UND TECHNIK	Schön-Saturn	ELA2
BALLONSERVICE UND TECHNIK	Schön-Venus	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 2	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 2a	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 8	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB 8 N30	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB N22	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB N30	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	AB O22	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BALL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB D-Type	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB ED-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB E-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB GP-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB N-Type	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB O-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB P-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB Series	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB XR-Type	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB Z-Type	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB100Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB12	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB120P	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB142P	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB16	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB17GP	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB17XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20E	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20GP	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB20XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22E	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22N	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB22Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26E	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26N	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB26Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB30N	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB30XR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB30Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB34Z	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BB37N	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB37Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB40Z	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
BALÓNY KUBÍČEK SPOL. S.R.O.	BB42Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB45N	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB45Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB51Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB60N	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB60Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB70Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB85Z	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BB9	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BEAR	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	BEMB	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	BURGER KING	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	CUBE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	DHL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	FISH	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	FORKLIFT	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	GNOME	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	HEART	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	ICE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JAG	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JAGER	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JAGER 28	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	JUPOL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	KATZENKOPF	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	KRIGL	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	MONTGOLFIERE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	PHARE	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	RABBIT	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	REPLIKA	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	SANTA	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	SHIP	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	SILO	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	SKYBALLS	ELA1
BALÓNY KUBÍČEK SPOL. S.R.O.	VOSTOK	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	WERA	ELA2
BALÓNY KUBÍČEK SPOL. S.R.O.	WURST	ELA2
CAMERON BALLOONS LIMITED	105-24	ELA1
CAMERON BALLOONS LIMITED	105A	ELA1
CAMERON BALLOONS LIMITED	120-24	ELA1
CAMERON BALLOONS LIMITED	120A	ELA1
CAMERON BALLOONS LIMITED	140-24	ELA2
CAMERON BALLOONS LIMITED	140A	ELA2
CAMERON BALLOONS LIMITED	150A	ELA2
CAMERON BALLOONS LIMITED	160-24	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	160A	ELA2
CAMERON BALLOONS LIMITED	17A	ELA1
CAMERON BALLOONS LIMITED	180-24	ELA2
CAMERON BALLOONS LIMITED	180A	ELA2
CAMERON BALLOONS LIMITED	200-24	ELA2
CAMERON BALLOONS LIMITED	210A	ELA2
CAMERON BALLOONS LIMITED	21A	ELA1
CAMERON BALLOONS LIMITED	220-24	ELA2
CAMERON BALLOONS LIMITED	240-24	ELA2
CAMERON BALLOONS LIMITED	240A	ELA2
CAMERON BALLOONS LIMITED	25A	ELA1
CAMERON BALLOONS LIMITED	260-24	ELA2
CAMERON BALLOONS LIMITED	260A	ELA2
CAMERON BALLOONS LIMITED	26-16	ELA1
CAMERON BALLOONS LIMITED	300A	ELA2
CAMERON BALLOONS LIMITED	31-24	ELA1
CAMERON BALLOONS LIMITED	315A	ELA2
CAMERON BALLOONS LIMITED	317-24	ELA2
CAMERON BALLOONS LIMITED	31A	ELA1
CAMERON BALLOONS LIMITED	4 Pack-90 (Four Pack-1)	ELA1
CAMERON BALLOONS LIMITED	400-28	ELA2
CAMERON BALLOONS LIMITED	400A	ELA2
CAMERON BALLOONS LIMITED	42A	ELA1
CAMERON BALLOONS LIMITED	500-28	ELA2
CAMERON BALLOONS LIMITED	56-24	ELA1
CAMERON BALLOONS LIMITED	56A	ELA1
CAMERON BALLOONS LIMITED	56B	ELA1
CAMERON BALLOONS LIMITED	65-24	ELA1
CAMERON BALLOONS LIMITED	69A	ELA1
CAMERON BALLOONS LIMITED	70-16	ELA1
CAMERON BALLOONS LIMITED	77-24	ELA1
CAMERON BALLOONS LIMITED	77A	ELA1
CAMERON BALLOONS LIMITED	77B	ELA1
CAMERON BALLOONS LIMITED	80-16	ELA1
CAMERON BALLOONS LIMITED	90-24	ELA1
CAMERON BALLOONS LIMITED	90A	ELA1
CAMERON BALLOONS LIMITED	90B	ELA1
CAMERON BALLOONS LIMITED	A Type Cloudhopper Series	Ref.: Models LBL 21A to LBL 35A
CAMERON BALLOONS LIMITED	A Type Series	Ref.: Models LBL 42A to LBL 500A
CAMERON BALLOONS LIMITED	A-105	ELA1
CAMERON BALLOONS LIMITED	A-120	ELA1
CAMERON BALLOONS LIMITED	A-140	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	A-160	ELA2
CAMERON BALLOONS LIMITED	A-180	ELA2
CAMERON BALLOONS LIMITED	A-200	ELA2
CAMERON BALLOONS LIMITED	A-210	ELA2
CAMERON BALLOONS LIMITED	A-250	ELA2
CAMERON BALLOONS LIMITED	A-275	ELA2
CAMERON BALLOONS LIMITED	A-300	ELA2
CAMERON BALLOONS LIMITED	A-315	ELA2
CAMERON BALLOONS LIMITED	A-340	ELA2
CAMERON BALLOONS LIMITED	A-340HL	ELA2
CAMERON BALLOONS LIMITED	A-375	ELA2
CAMERON BALLOONS LIMITED	A-400	ELA2
CAMERON BALLOONS LIMITED	A-415	ELA2
CAMERON BALLOONS LIMITED	A-425LW	ELA2
CAMERON BALLOONS LIMITED	A-450LW	ELA2
CAMERON BALLOONS LIMITED	A-500LW	ELA2
CAMERON BALLOONS LIMITED	A-530	ELA2
CAMERON BALLOONS LIMITED	A-530LW	ELA2
CAMERON BALLOONS LIMITED	AML-105	ELA1
CAMERON BALLOONS LIMITED	Andrelon Bottle (Bottle-8)	ELA1
CAMERON BALLOONS LIMITED	Apple-120	ELA1
CAMERON BALLOONS LIMITED	Apple-90	ELA1
CAMERON BALLOONS LIMITED	AX10-150 S2	ELA2
CAMERON BALLOONS LIMITED	AX10-160 S1	ELA2
CAMERON BALLOONS LIMITED	AX10-160 S2	ELA2
CAMERON BALLOONS LIMITED	AX10-160Z	ELA2
CAMERON BALLOONS LIMITED	AX10-180 S1	ELA2
CAMERON BALLOONS LIMITED	AX10-180 S2	ELA2
CAMERON BALLOONS LIMITED	AX10-210 S2	ELA2
CAMERON BALLOONS LIMITED	AX11-225 S2	ELA2
CAMERON BALLOONS LIMITED	AX11-250 S2	ELA2
CAMERON BALLOONS LIMITED	AX4-31Z	ELA1
CAMERON BALLOONS LIMITED	AX5-42 S1	ELA1
CAMERON BALLOONS LIMITED	AX5-42Bolt	ELA1
CAMERON BALLOONS LIMITED	AX56-Series 1/SP1	ELA1
CAMERON BALLOONS LIMITED	AX6-56 S1	ELA1
CAMERON BALLOONS LIMITED	AX6-56A	ELA1
CAMERON BALLOONS LIMITED	AX6-56Bolt	ELA1
CAMERON BALLOONS LIMITED	AX6-56Z	ELA1
CAMERON BALLOONS LIMITED	AX7-65 S1	ELA1
CAMERON BALLOONS LIMITED	AX7-65Bolt	ELA1
CAMERON BALLOONS LIMITED	AX7-65Z	ELA1
CAMERON BALLOONS LIMITED	AX7-77 S1	ELA1
CAMERON BALLOONS LIMITED	AX7-77A	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	AX7-77Bolt	ELA1
CAMERON BALLOONS LIMITED	AX7-77Z	ELA1
CAMERON BALLOONS LIMITED	AX8-105 S1	ELA1
CAMERON BALLOONS LIMITED	AX8-105 S2	ELA1
CAMERON BALLOONS LIMITED	AX8-105Z	ELA1
CAMERON BALLOONS LIMITED	AX8-84 S1	ELA1
CAMERON BALLOONS LIMITED	AX8-90 S1	ELA1
CAMERON BALLOONS LIMITED	AX8-90 S2	ELA1
CAMERON BALLOONS LIMITED	AX9-120 S1	ELA1
CAMERON BALLOONS LIMITED	AX9-120 S2	ELA1
CAMERON BALLOONS LIMITED	AX9-140 S2	ELA2
CAMERON BALLOONS LIMITED	B Type Series	Ref.: Models LBL 56B to LBL 105B
CAMERON BALLOONS LIMITED	Ball-70	ELA1
CAMERON BALLOONS LIMITED	Ball-77 (Ball-4)	ELA1
CAMERON BALLOONS LIMITED	Baltika-77 (Cylinder-14)	ELA1
CAMERON BALLOONS LIMITED	Battery LR2 (Cylinder-6)	ELA1
CAMERON BALLOONS LIMITED	Bear-72	ELA1
CAMERON BALLOONS LIMITED	Bearskin	ELA1
CAMERON BALLOONS LIMITED	Beer Crate-120 (Box-20)	ELA1
CAMERON BALLOONS LIMITED	Bertie Bassett-90 (St. Fig.10)	ELA1
CAMERON BALLOONS LIMITED	Bibendum -110 (St. Fig.-12)	ELA1
CAMERON BALLOONS LIMITED	Bic Chic-90 (Figure-6)	ELA1
CAMERON BALLOONS LIMITED	Bottle-100 (Bottle-2)	ELA1
CAMERON BALLOONS LIMITED	Bottle-77 (Bottle-6)	ELA1
CAMERON BALLOONS LIMITED	Bowler-90 (Hat-1)	ELA1
CAMERON BALLOONS LIMITED	Bradford/Bingley-90 (Box-9)	ELA1
CAMERON BALLOONS LIMITED	Brandenburger Tor (Box-3)	ELA1
CAMERON BALLOONS LIMITED	Britannia Pig-90 (Quadruped-8)	ELA1
CAMERON BALLOONS LIMITED	Buddy-90 (Figure-7)	ELA1
CAMERON BALLOONS LIMITED	Bulb-65 Light (Bulb-1)	ELA1
CAMERON BALLOONS LIMITED	Bull-110 (Quadruped-12)	ELA1
CAMERON BALLOONS LIMITED	Bunch-100	ELA1
CAMERON BALLOONS LIMITED	Bunny-90 (Standing Figure-7)	ELA1
CAMERON BALLOONS LIMITED	Burger King (Burger-1)	ELA1
CAMERON BALLOONS LIMITED	Bus-90	ELA1
CAMERON BALLOONS LIMITED	C Type Series	Ref.: Models LBL 400C to 600C
CAMERON BALLOONS LIMITED	C-100	ELA1
CAMERON BALLOONS LIMITED	C-60	ELA1
CAMERON BALLOONS LIMITED	C-70	ELA1
CAMERON BALLOONS LIMITED	C-80	ELA1
CAMERON BALLOONS LIMITED	C-90	ELA1
CAMERON BALLOONS LIMITED	Cabin	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Calling Card-110 (Box-10)	ELA1
CAMERON BALLOONS LIMITED	CameronBox 105 (Telef.häuschen)	ELA1
CAMERON BALLOONS LIMITED	Can-120 (Cylinder-16)	ELA1
CAMERON BALLOONS LIMITED	Can-60 (Barrel-60)	ELA1
CAMERON BALLOONS LIMITED	Can-77 (Cylinder-10)	ELA1
CAMERON BALLOONS LIMITED	Carrots-80	ELA1
CAMERON BALLOONS LIMITED	Cart (Box-6)	ELA1
CAMERON BALLOONS LIMITED	Chateau-84 (House-1)	ELA1
CAMERON BALLOONS LIMITED	Cheese-82 (Horizontal Cylinder)	ELA1
CAMERON BALLOONS LIMITED	Chicken-105 (Bird-2)	ELA1
CAMERON BALLOONS LIMITED	Cider Bottle-120 (Cylinder- 9)	ELA1
CAMERON BALLOONS LIMITED	Clown Standing (Figure-6)	ELA1
CAMERON BALLOONS LIMITED	Club-90	ELA1
CAMERON BALLOONS LIMITED	Cockerel-130 (Bird-7)	ELA2 (Volume 3 681 m3)
CAMERON BALLOONS LIMITED	Coffee Jug-90 (Jug-1)	ELA1
CAMERON BALLOONS LIMITED	Cola Can-90 (Cylinder-12)	ELA1
CAMERON BALLOONS LIMITED	Colt 'Bullet' Type	Ref.: Models 56B to 77B
CAMERON BALLOONS LIMITED	Colt 56 Satzenbrau Bottle	ELA1
CAMERON BALLOONS LIMITED	Colt A Type	Ref.: Models 17A to 400A
CAMERON BALLOONS LIMITED	Colt Ariel Bottle (Bottle-1)	ELA1
CAMERON BALLOONS LIMITED	Colt Beer Glass	ELA1
CAMERON BALLOONS LIMITED	Colt Beetle-105 (Car-3)	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle-10	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle-11	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle-12	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle-13	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle-14	ELA1
CAMERON BALLOONS LIMITED	Colt Bottle-90 (Bottle-5)	ELA1
CAMERON BALLOONS LIMITED	Colt Can-110 (Cylinder -15)	ELA1
CAMERON BALLOONS LIMITED	Colt Clown (Standing Figure-2)	ELA1
CAMERON BALLOONS LIMITED	Colt Cylinder One	ELA1
CAMERON BALLOONS LIMITED	Colt Film Can (Cylinder-5)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Book (Box-2)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Head	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Hut	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Jeans	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Kiwi	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Lager (Bottle 2)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Mitt	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Open Book (Box-5)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Pig (Quadruped-6)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Shuttlecock (Cone-	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Whiskey (Bottle 3)	ELA1
CAMERON BALLOONS LIMITED	Colt Flying Yacht	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Colt Golf Ball-90 (Ball-2)	ELA1
CAMERON BALLOONS LIMITED	Colt Jumbo-2	ELA1
CAMERON BALLOONS LIMITED	Colt Mickey Mouse (Wimi-3)	ELA1
CAMERON BALLOONS LIMITED	Colt Pils Bottle (Bottle-12)	ELA1
CAMERON BALLOONS LIMITED	Colt Santa Claus (St. Fig.-4)	ELA1
CAMERON BALLOONS LIMITED	Colt World-90	ELA1
CAMERON BALLOONS LIMITED	Condom-105 (Cylinder-18)	ELA1
CAMERON BALLOONS LIMITED	Cooling Tower-80 (Cylinder-2)	ELA1
CAMERON BALLOONS LIMITED	Cork-105	ELA1
CAMERON BALLOONS LIMITED	Cork-116	ELA1
CAMERON BALLOONS LIMITED	Cork-82	ELA1
CAMERON BALLOONS LIMITED	Cow-105 (Quadruped-2)	ELA1
CAMERON BALLOONS LIMITED	Cow-110 (Quadruped-5)	ELA2 (Volume 5 947 m ³)
CAMERON BALLOONS LIMITED	Cube-105	ELA1
CAMERON BALLOONS LIMITED	Cup-110 (Urn-1)	ELA1
CAMERON BALLOONS LIMITED	Cup-90 (F.A.)	ELA1
CAMERON BALLOONS LIMITED	Dinosaur-80 (Quadruped-1)	ELA1
CAMERON BALLOONS LIMITED	Dodo-105 (Bird 8)	ELA1
CAMERON BALLOONS LIMITED	Doll-105 Standing (Figure-8)	ELA1
CAMERON BALLOONS LIMITED	Doll-90 (Cylinder-3)	ELA1
CAMERON BALLOONS LIMITED	Donald-97 (Head-10)	ELA1
CAMERON BALLOONS LIMITED	Double Cow -110 (Quadruped-10)	ELA1
CAMERON BALLOONS LIMITED	Douglas-110 (Figure-5)	ELA2 (Volume 3 541 m ³)
CAMERON BALLOONS LIMITED	Dragon (Quadruped-4)	ELA1
CAMERON BALLOONS LIMITED	Drop-180	ELA2 (Volume 5 098 m ³)
CAMERON BALLOONS LIMITED	Drop-95	ELA1
CAMERON BALLOONS LIMITED	Dude-90	ELA1
CAMERON BALLOONS LIMITED	Eagle -110 (Bird-5)	ELA1
CAMERON BALLOONS LIMITED	Eagle-95 (Bird-4)	ELA1
CAMERON BALLOONS LIMITED	EB-90 (Glass-3)	ELA1
CAMERON BALLOONS LIMITED	Egg-120	ELA1
CAMERON BALLOONS LIMITED	Egg-65	ELA1
CAMERON BALLOONS LIMITED	Egg-89	ELA1
CAMERON BALLOONS LIMITED	Elephant-77	ELA1
CAMERON BALLOONS LIMITED	F.R. Ball	ELA1
CAMERON BALLOONS LIMITED	Film Can-90 (Cylinder-7)	ELA1
CAMERON BALLOONS LIMITED	Fire Truck-100	ELA1
CAMERON BALLOONS LIMITED	Fire-90 (Cylinder-11)	ELA1
CAMERON BALLOONS LIMITED	Flame-95	ELA1
CAMERON BALLOONS LIMITED	Flying Beer Glass (Cylinder-4)	ELA1
CAMERON BALLOONS LIMITED	Flying Castle	ELA1
CAMERON BALLOONS LIMITED	Flying Coffee Jar (Cylinder-8)	ELA1
CAMERON BALLOONS LIMITED	Flying Cow-110 (Quadruped-11)	ELA1
CAMERON BALLOONS LIMITED	Flying Ice Cream Cone (Cone-2)	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Flying Lager Bottle (Bottle-4)	ELA1
CAMERON BALLOONS LIMITED	Flying Piggy Bank (House-2)	ELA1
CAMERON BALLOONS LIMITED	Flying Windmill	ELA1
CAMERON BALLOONS LIMITED	Football-120 (Sphere-120)	ELA1
CAMERON BALLOONS LIMITED	Fork Lift-105	ELA1
CAMERON BALLOONS LIMITED	Freddo-105 (Standing Figure-13)	ELA1
CAMERON BALLOONS LIMITED	Frog-90 (Quadruped-7)	ELA1
CAMERON BALLOONS LIMITED	Furness 56 Building	ELA1
CAMERON BALLOONS LIMITED	Golf Ball-76 (Ball-1)	ELA1
CAMERON BALLOONS LIMITED	GosserMug90/Bierkrug90	ELA1
CAMERON BALLOONS LIMITED	GP-65	ELA1
CAMERON BALLOONS LIMITED	GP-70	ELA1
CAMERON BALLOONS LIMITED	G-Rail-90 (Standing Figure 16)	ELA1
CAMERON BALLOONS LIMITED	Grand Illusion (Figure-3)	ELA2 (Volume 3 535 m ³)
CAMERON BALLOONS LIMITED	Graz Box-110 (Box-19)	ELA1
CAMERON BALLOONS LIMITED	Grosch-105 (Bottle-7)	ELA1
CAMERON BALLOONS LIMITED	H-20	ELA1
CAMERON BALLOONS LIMITED	H-24	ELA1
CAMERON BALLOONS LIMITED	H-34	ELA1
CAMERON BALLOONS LIMITED	Hard Hat-90 (Hat-2)	ELA1
CAMERON BALLOONS LIMITED	Harley-78 (Motor Bike-1)	ELA1
CAMERON BALLOONS LIMITED	Head 2-120	ELA1
CAMERON BALLOONS LIMITED	Head One-105	ELA1
CAMERON BALLOONS LIMITED	Head-90 (Head-15)	ELA1
CAMERON BALLOONS LIMITED	Heart-100	ELA1
CAMERON BALLOONS LIMITED	Heart-120	ELA1
CAMERON BALLOONS LIMITED	Helmet-120 (Head-16)	ELA1
CAMERON BALLOONS LIMITED	Hex Glass-84 (Glass-2)	ELA1
CAMERON BALLOONS LIMITED	Home Special-105 (House-3)	ELA1
CAMERON BALLOONS LIMITED	Horse-90 (Quadruped-3)	ELA1
CAMERON BALLOONS LIMITED	House-60	ELA1
CAMERON BALLOONS LIMITED	Ikea-120 (Heart/Box-120)	ELA1
CAMERON BALLOONS LIMITED	Inverted Balloon-105	ELA1
CAMERON BALLOONS LIMITED	Inverted Balloon-78	ELA1
CAMERON BALLOONS LIMITED	Katalog-82 (Box-4)	ELA1
CAMERON BALLOONS LIMITED	Kindernet Dog-100 (St. Fig.-14)	ELA1
CAMERON BALLOONS LIMITED	Kookaburra-120 (Bird-6)	ELA1
CAMERON BALLOONS LIMITED	Krush Bottle-106 (Bottle-7)	ELA1
CAMERON BALLOONS LIMITED	L Type Series	Refers to Model LBL 48L
CAMERON BALLOONS LIMITED	LBL 105A	ELA1
CAMERON BALLOONS LIMITED	LBL 105B	ELA1
CAMERON BALLOONS LIMITED	LBL 120A	ELA1
CAMERON BALLOONS LIMITED	LBL 140A	ELA2
CAMERON BALLOONS LIMITED	LBL 150A	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	LBL 160A	ELA2
CAMERON BALLOONS LIMITED	LBL 180A	ELA2
CAMERON BALLOONS LIMITED	LBL 210A	ELA2
CAMERON BALLOONS LIMITED	LBL 210S	ELA2
CAMERON BALLOONS LIMITED	LBL 21A	ELA1
CAMERON BALLOONS LIMITED	LBL 240A	ELA2
CAMERON BALLOONS LIMITED	LBL 25A	ELA1
CAMERON BALLOONS LIMITED	LBL 260A	ELA2
CAMERON BALLOONS LIMITED	LBL 260S	ELA2
CAMERON BALLOONS LIMITED	LBL 310A	ELA2
CAMERON BALLOONS LIMITED	LBL 317A	ELA2
CAMERON BALLOONS LIMITED	LBL 317S	ELA2
CAMERON BALLOONS LIMITED	LBL 31A	ELA1
CAMERON BALLOONS LIMITED	LBL 330A	ELA2
CAMERON BALLOONS LIMITED	LBL 35A	ELA1
CAMERON BALLOONS LIMITED	LBL 360A	ELA2
CAMERON BALLOONS LIMITED	LBL 400A	ELA2
CAMERON BALLOONS LIMITED	LBL 400C	ELA2
CAMERON BALLOONS LIMITED	LBL 425A	ELA2
CAMERON BALLOONS LIMITED	LBL 42A	ELA1
CAMERON BALLOONS LIMITED	LBL 450A	ELA2
CAMERON BALLOONS LIMITED	LBL 48L	ELA1
CAMERON BALLOONS LIMITED	LBL 500A	ELA2
CAMERON BALLOONS LIMITED	LBL 500C	ELA2
CAMERON BALLOONS LIMITED	LBL 56A	ELA1
CAMERON BALLOONS LIMITED	LBL 56B	ELA1
CAMERON BALLOONS LIMITED	LBL 600C	ELA2
CAMERON BALLOONS LIMITED	LBL 60A	ELA1
CAMERON BALLOONS LIMITED	LBL 60X	ELA1
CAMERON BALLOONS LIMITED	LBL 69A	ELA1
CAMERON BALLOONS LIMITED	LBL 69B	ELA1
CAMERON BALLOONS LIMITED	LBL 69X	ELA1
CAMERON BALLOONS LIMITED	LBL 77A	ELA1
CAMERON BALLOONS LIMITED	LBL 77B	ELA1
CAMERON BALLOONS LIMITED	LBL 77X	ELA1
CAMERON BALLOONS LIMITED	LBL 90A	ELA1
CAMERON BALLOONS LIMITED	LBL 90B	ELA1
CAMERON BALLOONS LIMITED	LBL Armchair	ELA1
CAMERON BALLOONS LIMITED	LBL Baby Bel	ELA1
CAMERON BALLOONS LIMITED	LBL Bananas	ELA1
CAMERON BALLOONS LIMITED	LBL Battery	ELA1
CAMERON BALLOONS LIMITED	LBL Bear	ELA1
CAMERON BALLOONS LIMITED	LBL Box	ELA1
CAMERON BALLOONS LIMITED	LBL Bulb	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	LBL Cake	ELA1
CAMERON BALLOONS LIMITED	LBL Cornetto	ELA1
CAMERON BALLOONS LIMITED	LBL Dog	ELA1
CAMERON BALLOONS LIMITED	LBL Dreher Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL Drinks Can	ELA1
CAMERON BALLOONS LIMITED	LBL Flowers	ELA1
CAMERON BALLOONS LIMITED	LBL Flying M	ELA1
CAMERON BALLOONS LIMITED	LBL Flying Pig	ELA1
CAMERON BALLOONS LIMITED	LBL Four	ELA1
CAMERON BALLOONS LIMITED	LBL Fruit Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL House	ELA1
CAMERON BALLOONS LIMITED	LBL Ice Cream Cone	ELA1
CAMERON BALLOONS LIMITED	LBL J and B Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL Lion	ELA1
CAMERON BALLOONS LIMITED	LBL Lozenge	ELA1
CAMERON BALLOONS LIMITED	LBL Man	ELA1
CAMERON BALLOONS LIMITED	LBL Motorbike	ELA2 (Volume 4 816 m ³)
CAMERON BALLOONS LIMITED	LBL Newspaper	ELA1
CAMERON BALLOONS LIMITED	LBL Octopus	ELA1
CAMERON BALLOONS LIMITED	LBL Oriental Duck	ELA1
CAMERON BALLOONS LIMITED	LBL Pharmacist	ELA1
CAMERON BALLOONS LIMITED	LBL Pink Panther	ELA1
CAMERON BALLOONS LIMITED	LBL Pop Can	ELA1
CAMERON BALLOONS LIMITED	LBL Racing Car	ELA1
CAMERON BALLOONS LIMITED	LBL RR21	ELA1
CAMERON BALLOONS LIMITED	LBL Salami	ELA1
CAMERON BALLOONS LIMITED	LBL Saloon Car	ELA1
CAMERON BALLOONS LIMITED	LBL Stove	ELA1
CAMERON BALLOONS LIMITED	LBL Sun	ELA1
CAMERON BALLOONS LIMITED	LBL Syrup Bottle	ELA1
CAMERON BALLOONS LIMITED	LBL Telewest Sphere	ELA1
CAMERON BALLOONS LIMITED	LBL Triangle	ELA1
CAMERON BALLOONS LIMITED	LBL Tulips	ELA1
CAMERON BALLOONS LIMITED	Light Bulb-110 (Light Bulb-2)	ELA1
CAMERON BALLOONS LIMITED	Lindstrand X Type	Ref.: Models LBL 60X to LBL 77X
CAMERON BALLOONS LIMITED	Lips-90	ELA1
CAMERON BALLOONS LIMITED	Loco-105 (Locomotive-1)	ELA1
CAMERON BALLOONS LIMITED	LTSB-90 (Box-14)	ELA1
CAMERON BALLOONS LIMITED	Macaw-90 (Bird-1)	ELA1
CAMERON BALLOONS LIMITED	Maple Leaf-95	ELA1
CAMERON BALLOONS LIMITED	Mickey-90 (Wimi-1)	ELA1
CAMERON BALLOONS LIMITED	Mikey-90 (Head-13)	ELA1
CAMERON BALLOONS LIMITED	Minion-105 (Cylinder 19)	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Modified Sugar Box-90 (Box-21)	ELA1
CAMERON BALLOONS LIMITED	Monster -110 (Head-12)	ELA1
CAMERON BALLOONS LIMITED	Monster Truck-105	ELA1
CAMERON BALLOONS LIMITED	Mountie-120 (Quadruped-9)	ELA1
CAMERON BALLOONS LIMITED	Mug-90 (Cylinder-13)	ELA1
CAMERON BALLOONS LIMITED	N-100	ELA1
CAMERON BALLOONS LIMITED	N-105	ELA1
CAMERON BALLOONS LIMITED	N-120	ELA1
CAMERON BALLOONS LIMITED	N-120 Fox	ELA1
CAMERON BALLOONS LIMITED	N120MW	ELA1
CAMERON BALLOONS LIMITED	N-120SP (Robijn)	ELA1
CAMERON BALLOONS LIMITED	N-133	ELA2
CAMERON BALLOONS LIMITED	N-145	ELA2
CAMERON BALLOONS LIMITED	N-160	ELA2
CAMERON BALLOONS LIMITED	N-180	ELA2
CAMERON BALLOONS LIMITED	N-210	ELA2
CAMERON BALLOONS LIMITED	N-31	ELA1
CAMERON BALLOONS LIMITED	N-42	ELA1
CAMERON BALLOONS LIMITED	N-56	ELA1
CAMERON BALLOONS LIMITED	N-65	ELA1
CAMERON BALLOONS LIMITED	N-70	ELA1
CAMERON BALLOONS LIMITED	N-77	ELA1
CAMERON BALLOONS LIMITED	N-90	ELA1
CAMERON BALLOONS LIMITED	N-90 Nail	ELA1
CAMERON BALLOONS LIMITED	N-90 Nivea	ELA1
CAMERON BALLOONS LIMITED	Newspaper-90 (Cone-3)	ELA1
CAMERON BALLOONS LIMITED	Nissan Micra (Car-1)	ELA1
CAMERON BALLOONS LIMITED	Nudie-90 (Standing Figure-15)	ELA1
CAMERON BALLOONS LIMITED	O-105	ELA1
CAMERON BALLOONS LIMITED	O-120	ELA1
CAMERON BALLOONS LIMITED	O-140	ELA2
CAMERON BALLOONS LIMITED	O-160	ELA2
CAMERON BALLOONS LIMITED	O-26	ELA1
CAMERON BALLOONS LIMITED	O-31	ELA1
CAMERON BALLOONS LIMITED	O-42	ELA1
CAMERON BALLOONS LIMITED	O-56	ELA1
CAMERON BALLOONS LIMITED	O-65	ELA1
CAMERON BALLOONS LIMITED	O-77	ELA1
CAMERON BALLOONS LIMITED	O-84	ELA1
CAMERON BALLOONS LIMITED	O-90	ELA1
CAMERON BALLOONS LIMITED	Obelix-90 (Figure-8)	ELA1
CAMERON BALLOONS LIMITED	Onion-105	ELA1
CAMERON BALLOONS LIMITED	Orange Box-115 (Box-17)	ELA1
CAMERON BALLOONS LIMITED	Orange-120	ELA2 (Volume 3 436 m ³)

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Otti-34	ELA1
CAMERON BALLOONS LIMITED	Pack-130 (Box-18)	ELA2 (Volume 3 681 m ³)
CAMERON BALLOONS LIMITED	Paint Can-115 (Cylinder-17)	ELA1
CAMERON BALLOONS LIMITED	Parachutist-110 (Figure-4)	ELA1
CAMERON BALLOONS LIMITED	Peacock-90 (Bird-3)	ELA1
CAMERON BALLOONS LIMITED	Pipe-105 (Standing Figure-9)	ELA1
CAMERON BALLOONS LIMITED	PM-80 (Bottle-9)	ELA1
CAMERON BALLOONS LIMITED	Pot-180 (Cylinder-20)	ELA2 (Volume 5 098 m ³)
CAMERON BALLOONS LIMITED	Pot-90	ELA1
CAMERON BALLOONS LIMITED	Printer-105 (Box-15)	ELA1
CAMERON BALLOONS LIMITED	Pylon-80 (Figure-2)	ELA1
CAMERON BALLOONS LIMITED	R-200	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	R-210	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	R-270	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	R-450	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	R-550	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	R-77	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	R-90	ELA2 (Mixed Gas / Hot-Air Balloons)
CAMERON BALLOONS LIMITED	Racing Car-110 (Car-4)	ELA1
CAMERON BALLOONS LIMITED	Raindrop-77	ELA1
CAMERON BALLOONS LIMITED	Robijn N-133	ELA2 (Volume 3 767 m ³)
CAMERON BALLOONS LIMITED	Ronald-105 (Standing Figure-11)	ELA1
CAMERON BALLOONS LIMITED	RTW-120	ELA1
CAMERON BALLOONS LIMITED	Rugby-90 (Ball-3)	ELA1
CAMERON BALLOONS LIMITED	Rupert Bear-90 (Standing Figure-5)	ELA1
CAMERON BALLOONS LIMITED	RX-100	ELA1
CAMERON BALLOONS LIMITED	RX-105	ELA1
CAMERON BALLOONS LIMITED	RX-120 Replica	ELA1
CAMERON BALLOONS LIMITED	S Can-100	ELA1
CAMERON BALLOONS LIMITED	S Type Series	Ref.: LBL 210S to 317S
CAMERON BALLOONS LIMITED	Sarotti-105 (Standing Figure-3)	ELA1
CAMERON BALLOONS LIMITED	Saturn-110 (Sphere-110)	ELA1
CAMERON BALLOONS LIMITED	Saucer-80	ELA1
CAMERON BALLOONS LIMITED	Ship-90	ELA1
CAMERON BALLOONS LIMITED	Shoe-90 (Shoe-1)	ELA1
CAMERON BALLOONS LIMITED	Shopping Bag-120 (Box-7)	ELA1
CAMERON BALLOONS LIMITED	Sign-90 (Box-11)	ELA1
CAMERON BALLOONS LIMITED	Sim Card-120	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Sky-16 Series	Ref.: Sky Models 25-16 to 80-16
CAMERON BALLOONS LIMITED	Sky-24 Series	Ref.: Sky Models 31-24 to 317-24
CAMERON BALLOONS LIMITED	Sky-28 Series	Ref.: Sky Models 400-28 to 500-28
CAMERON BALLOONS LIMITED	Skywhale-110	ELA1
CAMERON BALLOONS LIMITED	Smurf-2 (Head-11)	ELA1
CAMERON BALLOONS LIMITED	Snacpac-90	ELA1
CAMERON BALLOONS LIMITED	Sonic-90 (Figure 1)	ELA1
CAMERON BALLOONS LIMITED	Spaceship-110	ELA1
CAMERON BALLOONS LIMITED	Sparkasse Box-90 (Box-12)	ELA1
CAMERON BALLOONS LIMITED	Special Shape Hot Air Balloons	Ref.: Cameron special shape models - 4 Pack-90 (Four Pack-1), etc.
CAMERON BALLOONS LIMITED	Special Shape Hot Air Balloons LBL	Ref.: LBL Special shape models - Armchair, etc.
CAMERON BALLOONS LIMITED	Sphere-105	ELA1
CAMERON BALLOONS LIMITED	Sport-50	ELA1
CAMERON BALLOONS LIMITED	Sport-60	ELA1
CAMERON BALLOONS LIMITED	Sport-70	ELA1
CAMERON BALLOONS LIMITED	Sport-80	ELA1
CAMERON BALLOONS LIMITED	Sport-90	ELA1
CAMERON BALLOONS LIMITED	Sports Car-110 (Car-2)	ELA1
CAMERON BALLOONS LIMITED	Standing Bear-105	ELA1
CAMERON BALLOONS LIMITED	Startac-105	ELA1
CAMERON BALLOONS LIMITED	Sugar Box-90 (Box-16)	ELA1
CAMERON BALLOONS LIMITED	Sultan-80 (Standing Figure-1)	ELA1
CAMERON BALLOONS LIMITED	Super FMG-100	ELA1
CAMERON BALLOONS LIMITED	Thomas-110 (Locomotive-2)	ELA1
CAMERON BALLOONS LIMITED	Thunder 'Bolt' Type	Ref.: Models AX5-42Bolt to AX7-77Bolt
CAMERON BALLOONS LIMITED	Thunder A Type	Ref.: Models AX6-56A and AX7-77A
CAMERON BALLOONS LIMITED	Thunder AX-Series S1	Ref.: Models AX5-42S1 to AX10-180S1
CAMERON BALLOONS LIMITED	Thunder AX-Series S2	Ref.: Models AX8-90S2 to AX11-250S2
CAMERON BALLOONS LIMITED	Thunder Forklift-90	ELA1
CAMERON BALLOONS LIMITED	Thunder Z Type	Ref.: Model AX4-31Z to AX10-160Z
CAMERON BALLOONS LIMITED	Tiger-90	ELA1
CAMERON BALLOONS LIMITED	Tissue Pack-100 (Four Pack-2)	ELA1
CAMERON BALLOONS LIMITED	TR-60	ELA1
CAMERON BALLOONS LIMITED	TR-65	ELA1
CAMERON BALLOONS LIMITED	TR-70	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	TR-77	ELA1
CAMERON BALLOONS LIMITED	TR-84	ELA1
CAMERON BALLOONS LIMITED	TR-84S1	ELA1
CAMERON BALLOONS LIMITED	TR-84S2	ELA1
CAMERON BALLOONS LIMITED	Trivial Pursuit (Box-1)	ELA1
CAMERON BALLOONS LIMITED	Truck-56	ELA1
CAMERON BALLOONS LIMITED	Truck-72	ELA1
CAMERON BALLOONS LIMITED	Tub-80	ELA1
CAMERON BALLOONS LIMITED	Turtle-120 (Quadruped-13)	ELA1
CAMERON BALLOONS LIMITED	TV-80 (Box-8)	ELA1
CAMERON BALLOONS LIMITED	Tyre-100 (Horizontal Cylinder-2)	ELA1
CAMERON BALLOONS LIMITED	Unox -110 (Hat-3)	ELA1
CAMERON BALLOONS LIMITED	V-31	ELA1
CAMERON BALLOONS LIMITED	V-42	ELA1
CAMERON BALLOONS LIMITED	V-56	ELA1
CAMERON BALLOONS LIMITED	V-65	ELA1
CAMERON BALLOONS LIMITED	V-77	ELA1
CAMERON BALLOONS LIMITED	V-90	ELA1
CAMERON BALLOONS LIMITED	Van Gogh-110 Head-14	ELA1
CAMERON BALLOONS LIMITED	Van-110	ELA1
CAMERON BALLOONS LIMITED	Wallaby-42	ELA1
CAMERON BALLOONS LIMITED	Watch-75	ELA1
CAMERON BALLOONS LIMITED	Waving Flag-105	ELA1
CAMERON BALLOONS LIMITED	Waving Flag-90	ELA1
CAMERON BALLOONS LIMITED	Whisky Bottle-90 (Bottle-6)	ELA1
CAMERON BALLOONS LIMITED	Wimi Airbus-90 (Wimi-2)	ELA1
CAMERON BALLOONS LIMITED	Wine Box-90 (Box-13)	ELA1
CAMERON BALLOONS LIMITED	Z-105	ELA1
CAMERON BALLOONS LIMITED	Z-120	ELA1
CAMERON BALLOONS LIMITED	Z-133	ELA2
CAMERON BALLOONS LIMITED	Z-140	ELA2
CAMERON BALLOONS LIMITED	Z-145	ELA2
CAMERON BALLOONS LIMITED	Z-150	ELA2
CAMERON BALLOONS LIMITED	Z-160	ELA2
CAMERON BALLOONS LIMITED	Z-180	ELA2
CAMERON BALLOONS LIMITED	Z-210	ELA2
CAMERON BALLOONS LIMITED	Z-225	ELA2
CAMERON BALLOONS LIMITED	Z-250	ELA2
CAMERON BALLOONS LIMITED	Z-275	ELA2
CAMERON BALLOONS LIMITED	Z-31	ELA1
CAMERON BALLOONS LIMITED	Z-315	ELA2
CAMERON BALLOONS LIMITED	Z-350	ELA2
CAMERON BALLOONS LIMITED	Z-375	ELA2
CAMERON BALLOONS LIMITED	Z-400	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	Z-42	ELA1
CAMERON BALLOONS LIMITED	Z-425LW	ELA2
CAMERON BALLOONS LIMITED	Z-450	ELA2
CAMERON BALLOONS LIMITED	Z-450Z	ELA2
CAMERON BALLOONS LIMITED	Z-56	ELA1
CAMERON BALLOONS LIMITED	Z-600	ELA2
CAMERON BALLOONS LIMITED	Z-65	ELA1
CAMERON BALLOONS LIMITED	Z-69	ELA1
CAMERON BALLOONS LIMITED	Z-750	ELA2
CAMERON BALLOONS LIMITED	Z-77	ELA1
CAMERON BALLOONS LIMITED	Z-90	ELA1
HEAD BALLOONS	AX7-77	ELA2
HEAD BALLOONS	AX7-77b	ELA2
HEAD BALLOONS	AX8-105	ELA2
HEAD BALLOONS	AX8-88	ELA2
HEAD BALLOONS	AX8-88b	ELA2
HEAD BALLOONS	AX9-118	ELA2
JR AEROSPORTS LTD	Firefly 10	ELA2
JR AEROSPORTS LTD	Firefly 11	ELA2
JR AEROSPORTS LTD	Firefly 11B	ELA2
JR AEROSPORTS LTD	Firefly 5	ELA2
JR AEROSPORTS LTD	Firefly 6	ELA2
JR AEROSPORTS LTD	Firefly 6B	ELA2
JR AEROSPORTS LTD	Firefly 6B-15	ELA2
JR AEROSPORTS LTD	Firefly 7	ELA2
JR AEROSPORTS LTD	Firefly 7-15	ELA2
JR AEROSPORTS LTD	Firefly 7B	ELA2
JR AEROSPORTS LTD	Firefly 7B-15	ELA2
JR AEROSPORTS LTD	Firefly 8	ELA2
JR AEROSPORTS LTD	Firefly 8-24	ELA2
JR AEROSPORTS LTD	Firefly 8B	ELA2
JR AEROSPORTS LTD	Firefly 8B-15	ELA2
JR AEROSPORTS LTD	Firefly 9	ELA2
JR AEROSPORTS LTD	Firefly 9B-15	ELA2
JR AEROSPORTS LTD	Firefly B7	ELA2
JR AEROSPORTS LTD	Firefly Bottle	ELA2
JR AEROSPORTS LTD	Firefly C7	ELA2
JR AEROSPORTS LTD	Firefly C7B	ELA2
JR AEROSPORTS LTD	Firefly C8	ELA2
JR AEROSPORTS LTD	Galaxy-7	ELA2
JR AEROSPORTS LTD	Galaxy-8	ELA2
JR AEROSPORTS LTD	Galaxy-9	ELA2
KAVANAGH INVESTMENT TRUST	B-105	ELA1
KAVANAGH INVESTMENT TRUST	B-350	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
KAVANAGH INVESTMENT TRUST	B-400	ELA2
KAVANAGH INVESTMENT TRUST	B-77	ELA1
KAVANAGH INVESTMENT TRUST	C-56	ELA1
KAVANAGH INVESTMENT TRUST	C-65	ELA1
KAVANAGH INVESTMENT TRUST	C-77	ELA1
KAVANAGH INVESTMENT TRUST	D-105	ELA1
KAVANAGH INVESTMENT TRUST	D-77	ELA1
KAVANAGH INVESTMENT TRUST	D-84	ELA1
KAVANAGH INVESTMENT TRUST	D-90	ELA1
KAVANAGH INVESTMENT TRUST	E-120	ELA1
KAVANAGH INVESTMENT TRUST	E-140	ELA2
KAVANAGH INVESTMENT TRUST	E-160	ELA2
KAVANAGH INVESTMENT TRUST	E-180	ELA2
KAVANAGH INVESTMENT TRUST	E-210	ELA2
KAVANAGH INVESTMENT TRUST	E-240	ELA2
KAVANAGH INVESTMENT TRUST	E-260	ELA2
KAVANAGH INVESTMENT TRUST	E-300	ELA2
KAVANAGH INVESTMENT TRUST	EX-65	ELA1
KAVANAGH INVESTMENT TRUST	G-450	ELA2
LINDSTRAND TECHNOLOGIES LTD.	70	ELA1
LINDSTRAND TECHNOLOGIES LTD.	80	ELA1
LINDSTRAND TECHNOLOGIES LTD.	90	ELA1
LINDSTRAND TECHNOLOGIES LTD.	105	ELA1
LINDSTRAND TECHNOLOGIES LTD.	120	ELA1
LINDSTRAND TECHNOLOGIES LTD.	150	ELA2
LINDSTRAND TECHNOLOGIES LTD.	180	ELA2
LINDSTRAND TECHNOLOGIES LTD.	Lindstrand Racer Series	ELA1
LINDSTRAND TECHNOLOGIES LTD.	Lindstrand Series 1	ELA2
LINDSTRAND TECHNOLOGIES LTD.	LTL Series Special	ELA2
LINDSTRAND TECHNOLOGIES LTD.	SR-56	ELA1
LINDSTRAND TECHNOLOGIES LTD.	SR-65	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-10	ELA2
NOTHEISZ BALLOONS HUNGARY Kft.	AX-6	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-7	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-8	ELA1
NOTHEISZ BALLOONS HUNGARY Kft.	AX-9	ELA2
NOUVELLE MANUFACT. D'AEROSTATS	MA 18	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 22	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 26	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 30	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 35	ELA1
NOUVELLE MANUFACT. D'AEROSTATS	MA 40	ELA2
SUP-AIR BALLON EGYESÜLET	B-AX 8	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
SUP-AIR BALLON EGYESÜLET	C-AX 9	ELA2
SUP-AIR BALLON EGYESÜLET	D-AX 5	ELA1
SUP-AIR BALLON EGYESÜLET	E-AX-10	ELA2
SUP-AIR BALLON EGYESÜLET	F-AX 7	ELA1
THEO SCHROEDER FIRE BALLOONS	Auto	ELA2
THEO SCHROEDER FIRE BALLOONS	Bierglas	ELA1
THEO SCHROEDER FIRE BALLOONS	Cat	ELA1
THEO SCHROEDER FIRE BALLOONS	Clown-Kopf	ELA1
THEO SCHROEDER FIRE BALLOONS	Erdbeere	ELA1
THEO SCHROEDER FIRE BALLOONS	Fire Balloons G	ELA2
THEO SCHROEDER FIRE BALLOONS	Gasbehälter	ELA1
THEO SCHROEDER FIRE BALLOONS	Gasflasche	ELA1
THEO SCHROEDER FIRE BALLOONS	Gutfried	ELA1
THEO SCHROEDER FIRE BALLOONS	Kasper	ELA2
THEO SCHROEDER FIRE BALLOONS	Kater	ELA1
THEO SCHROEDER FIRE BALLOONS	Katze	ELA1
THEO SCHROEDER FIRE BALLOONS	Kopf	ELA1
THEO SCHROEDER FIRE BALLOONS	Kopfhörer	ELA2
THEO SCHROEDER FIRE BALLOONS	Lefax	ELA2
THEO SCHROEDER FIRE BALLOONS	Maus	ELA1
THEO SCHROEDER FIRE BALLOONS	Ottifant	ELA1
THEO SCHROEDER FIRE BALLOONS	Pig 30	ELA1
THEO SCHROEDER FIRE BALLOONS	Pig 36	ELA2
THEO SCHROEDER FIRE BALLOONS	Pinguin	ELA2
THEO SCHROEDER FIRE BALLOONS	Schwartau	ELA2
THEO SCHROEDER FIRE BALLOONS	Sky Heart	ELA2
THEO SCHROEDER FIRE BALLOONS	Sunflower 36	ELA2
THEO SCHROEDER FIRE BALLOONS	Teefix	ELA1
THEO SCHROEDER FIRE BALLOONS	Teekanne	ELA1
THEO SCHROEDER FIRE BALLOONS	Vase	ELA1
ULTRAMAGIC, S.A.	B-Series	ELA1
ULTRAMAGIC, S.A.	B-Series B-70	ELA1
ULTRAMAGIC, S.A.	F-10 TXORI	ELA1
ULTRAMAGIC, S.A.	F-11 MONTGOLFIERE	ELA1
ULTRAMAGIC, S.A.	F-12 PAQUETE	ELA1
ULTRAMAGIC, S.A.	F-13 FAIRY	ELA2
ULTRAMAGIC, S.A.	F-14 JARRA DE CERVEZA	ELA1
ULTRAMAGIC, S.A.	F-15 BOTE-HUCHA	ELA1
ULTRAMAGIC, S.A.	F-16 CAJA 2	ELA1
ULTRAMAGIC, S.A.	F-17 OVNI	ELA1
ULTRAMAGIC, S.A.	F-18 PIZZA	ELA2
ULTRAMAGIC, S.A.	F-19 CAVA	ELA1
ULTRAMAGIC, S.A.	F-20 BEETLE	ELA1
ULTRAMAGIC, S.A.	F-21 CEPESA	ELA1

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
ULTRAMAGIC, S.A.	F-22 TORRE	ELA1
ULTRAMAGIC, S.A.	F-24 FLYINGMAN	ELA2
ULTRAMAGIC, S.A.	F-25 FUTBOL	ELA1
ULTRAMAGIC, S.A.	F-26 HEART	ELA1
ULTRAMAGIC, S.A.	F-29 MOVISTAR	ELA2
ULTRAMAGIC, S.A.	F-30 EGG	ELA1
ULTRAMAGIC, S.A.	F-31 MAZORCA DEKALB	ELA2
ULTRAMAGIC, S.A.	F-32 BEIRAO BOTTLE	ELA1
ULTRAMAGIC, S.A.	F-33 PHAROX LAMP	ELA2
ULTRAMAGIC, S.A.	F-34 METTEN	ELA2
ULTRAMAGIC, S.A.	F-35 R4TS	ELA2
ULTRAMAGIC, S.A.	F-4 TXORI	ELA1
ULTRAMAGIC, S.A.	F-6 JAMBON	ELA1
ULTRAMAGIC, S.A.	F-7 BOTE	ELA1
ULTRAMAGIC, S.A.	F-8 LA CARTUJA	ELA2
ULTRAMAGIC, S.A.	F-9 BOTELLA DE AGUA	ELA1
ULTRAMAGIC, S.A.	F-Series	ELA1
ULTRAMAGIC, S.A.	G-Series	ELA1
ULTRAMAGIC, S.A.	H-Series	ELA1
ULTRAMAGIC, S.A.	H-Series H-31	ELA1
ULTRAMAGIC, S.A.	H-Series H-42	ELA1
ULTRAMAGIC, S.A.	H-Series H-56	ELA1
ULTRAMAGIC, S.A.	H-Series H-65	ELA1
ULTRAMAGIC, S.A.	H-Series H-77	ELA1
ULTRAMAGIC, S.A.	M-Series M-105	ELA1
ULTRAMAGIC, S.A.	M-Series M-120	ELA1
ULTRAMAGIC, S.A.	M-Series M-130	ELA2
ULTRAMAGIC, S.A.	M-Series M-145	ELA2
ULTRAMAGIC, S.A.	M-Series M-160	ELA2
ULTRAMAGIC, S.A.	M-Series M-42	ELA1
ULTRAMAGIC, S.A.	M-Series M-56	ELA1
ULTRAMAGIC, S.A.	M-Series M-56C	ELA1
ULTRAMAGIC, S.A.	M-Series M-65	ELA1
ULTRAMAGIC, S.A.	M-Series M-65C	ELA1
ULTRAMAGIC, S.A.	M-Series M-77	ELA1
ULTRAMAGIC, S.A.	M-Series M-77C	ELA1
ULTRAMAGIC, S.A.	M-Series M-90	ELA1
ULTRAMAGIC, S.A.	N-Series	ELA2
ULTRAMAGIC, S.A.	N-Series N-180	ELA2
ULTRAMAGIC, S.A.	N-Series N-210	ELA2
ULTRAMAGIC, S.A.	N-Series N-250	ELA2
ULTRAMAGIC, S.A.	N-Series N-300	ELA2
ULTRAMAGIC, S.A.	N-Series N-355	ELA2
ULTRAMAGIC, S.A.	N-Series N-425	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
ULTRAMAGIC, S.A.	N-Series N-500	ELA2
ULTRAMAGIC, S.A.	S-Series S-105	ELA1
ULTRAMAGIC, S.A.	S-Series S-130	ELA2
ULTRAMAGIC, S.A.	S-Series S-160	ELA2
ULTRAMAGIC, S.A.	S-Series S-50	ELA1
ULTRAMAGIC, S.A.	S-Series S-70	ELA1
ULTRAMAGIC, S.A.	S-Series S-90	ELA1
ULTRAMAGIC, S.A.	T-Series	ELA2
ULTRAMAGIC, S.A.	T-Series T-150	ELA2
ULTRAMAGIC, S.A.	T-Series T-180	ELA2
ULTRAMAGIC, S.A.	T-Series T-210	ELA2
ULTRAMAGIC, S.A.	V-Series	ELA1
ULTRAMAGIC, S.A.	V-Series V-105	ELA1
ULTRAMAGIC, S.A.	V-Series V-25	ELA1
ULTRAMAGIC, S.A.	V-Series V-56	ELA1
ULTRAMAGIC, S.A.	V-Series V-65	ELA1
ULTRAMAGIC, S.A.	V-Series V-77	ELA1
ULTRAMAGIC, S.A.	V-Series V-90	ELA1
ULTRAMAGIC, S.A.	Z Series	ELA1
ULTRAMAGIC, S.A.	Z-Series Z-90	ELA1
WITHOUT TC HOLDER — ORPHANED	105 A	ELA1
WITHOUT TC HOLDER — ORPHANED	120 A	ELA1
WITHOUT TC HOLDER — ORPHANED	160 A	ELA2
WITHOUT TC HOLDER — ORPHANED	180 A	ELA2
WITHOUT TC HOLDER — ORPHANED	210 A	ELA2
WITHOUT TC HOLDER — ORPHANED	240 A	ELA2
WITHOUT TC HOLDER — ORPHANED	56 A	ELA1
WITHOUT TC HOLDER — ORPHANED	69 A	ELA1
WITHOUT TC HOLDER — ORPHANED	77 A	ELA1
WITHOUT TC HOLDER — ORPHANED	90 A	ELA1
WITHOUT TC HOLDER — ORPHANED	FRX 65	ELA2
WITHOUT TC HOLDER — ORPHANED	FS 57 A	ELA2
WITHOUT TC HOLDER — ORPHANED	FS 83 A	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 6	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 7	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 8	ELA2
WITHOUT TC HOLDER — ORPHANED	RX 9	ELA2
WITHOUT TC HOLDER — ORPHANED	RXS 8	ELA2
WITHOUT TC HOLDER — ORPHANED	S 40 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 49 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 50 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 52 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 52 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 60 A	ELA2

GROUP 4 HOT-AIR BALLOONS		
TC Holder	Model	Note
WITHOUT TC HOLDER — ORPHANED	S 66 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 71 A	ELA2
WITHOUT TC HOLDER — ORPHANED	S 77 A	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-6	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-7	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-8	ELA2
WITHOUT TC HOLDER — ORPHANED	SCB AX-9	ELA2

GROUP 4 GAS AIRSHIPS (other than those in Group 1)

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GROUP 4 GAS AIRSHIPS		
TC Holder	Model	Note
AMERICAN BLIMP CORPORATION	A-1-50	ELA2
AMERICAN BLIMP CORPORATION	A-1-70	ELA2
AMERICAN BLIMP CORPORATION	A-60	ELA2
AMERICAN BLIMP CORPORATION	A-60+	ELA2
CAMERON BALLOONS LIMITED	DG-14	ELA2
WDL LUFTSCHIFFGESELLSCHAFT MBH	P 4360 A	ELA2
WDL LUFTSCHIFFGESELLSCHAFT MBH	WDL I	ELA2
WDL LUFTSCHIFFGESELLSCHAFT MBH	WDL I B	ELA2

GROUP 4 HOT-AIR AIRSHIPS
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GROUP 4 HOT-AIR AIRSHIPS		
TC Holder	Model	Note
CAMERON BALLOONS LIMITED	AS 105 GD/4	ELA1
CAMERON BALLOONS LIMITED	AS 105 GD/6	ELA2
CAMERON BALLOONS LIMITED	AS 105 MkII	ELA1
CAMERON BALLOONS LIMITED	AS 120 MkII	ELA1
CAMERON BALLOONS LIMITED	AS 80 GD	ELA1
CAMERON BALLOONS LIMITED	AS 80 MkII	ELA1
CAMERON BALLOONS LIMITED	D-38	ELA1
CAMERON BALLOONS LIMITED	D-50	ELA1
CAMERON BALLOONS LIMITED	D-77	ELA1
CAMERON BALLOONS LIMITED	D-96	ELA1
CAMERON BALLOONS LIMITED	DP-50	ELA1
CAMERON BALLOONS LIMITED	DP-60	ELA1
CAMERON BALLOONS LIMITED	DP-70	ELA1
CAMERON BALLOONS LIMITED	DP-80	ELA1
CAMERON BALLOONS LIMITED	DP-90	ELA1
LINDSTRAND HOT AIR BALLOONS	HS-110	ELA1

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

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Tasks are divided in categories of aircraft:

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

A. SPECIFIC TASKS FOR AEROPLANES

Time limits/Maintenance checks

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

Dimensions/Areas

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

Lifting and Shoring

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

Levelling/Weighing

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

Towing and Taxiing

- Prepare for aircraft towing.
- Tow aircraft.

Be part of aircraft towing team.

Parking and mooring

Tie down aircraft.

Park, secure and cover aircraft.

Position aircraft in dock.

Secure rotor blades.

Placards and Markings

Check aircraft for correct placards.

Check aircraft for correct markings.

Servicing

Refuel aircraft.

Defuel aircraft.

Carry out tank to tank fuel transfer.

Check/adjust tire pressures.

Check/replenish oil level.

Check/replenish hydraulic fluid level.

Check/replenish accumulator pressure.

Charge pneumatic system.

Grease aircraft.

Connect ground power.

Service toilet/water system

Perform pre-flight/daily check.

Vibration and Noise Analysis

Analyse helicopter vibration problem.

Analyse noise spectrum.

Analyse engine vibration.

Air Conditioning

Replace combustion heater.

Replace flow control valve.

Replace outflow valve.

Replace safety valve.

Replace vapour cycle unit.

Replace air cycle unit.

Replace cabin blower.

Replace heat exchanger.
Replace pressurisation controller.
Clean outflow valves.
Deactivate/reactivate cargo isolation valve.
Deactivate/reactivate avionics ventilation components.
Check operation of air conditioning/heating system.
Check operation of pressurisation system.
Troubleshoot faulty system.

Auto flight

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

Communications

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

Check SATCOM.

Electrical Power

Charge lead/acid battery.

Charge Ni-Cad battery.

Check battery capacity.

Deep-cycle Ni-Cad battery.

Replace integrated drive/generator/alternator.

Replace switches.

Replace circuit breakers.

Adjust voltage regulator.

Change voltage regulator.

Amend electrical load analysis report.

Repair/replace electrical feeder cable.

Troubleshoot faulty system.

Perform functional check of integrated drive/generator/alternator.

Perform functional check of voltage regulator.

Perform functional check of emergency generation system.

Equipment/Furnishings

Replace carpets

Replace crew seats.

Replace passenger seats.

Check inertia reels.

Check seats/belts for security.

Check emergency equipment.

Check ELT for compliance with regulations.

Repair toilet waste container.

Remove and install ceiling and sidewall panels.

Repair upholstery.

Change cabin configuration.

Replace cargo loading system actuator.

Test cargo loading system.

Replace escape slides/ropes.

Fire protection

Check fire bottle contents.

Check/test operation of fire/smoke detection and warning system.

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

Flight Controls

Inspect primary flight controls and related components i.a.w. AMM.
Extending/retracting flaps & slats.
Replace horizontal stabiliser.
Replace spoiler/lift damper.
Replace elevator.
Deactivation/reactivation of aileron servo control.
Replace aileron.
Replace rudder.
Replace trim tabs.
Install control cable and fittings.
Replace slats.
Replace flaps.
Replace powered flying control unit.
Replace flat actuator.
Rig primary flight controls.
Adjust trim tab.
Adjust control cable tension.
Check control range and direction of movement.
Check for correct assembly and locking.
Troubleshoot faulty system.
Functional test of primary flight controls.
Functional test of flap system.
Operational test of the side stick assembly.
Operational test of the THS.
THS system wear check.

Fuel

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

Hydraulics

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

Ice and rain protection

Replace pump.
Replace timer.
Inspect repair propeller deice boot.
Test propeller de-icing system.
Inspect/test wing leading edge de-icer boot.
Replace anti-ice/deice valve.
Install wiper motor.
Check operation of systems.
Operational test of the pitot-probe ice protection.
Operational test of the TAT ice protection.
Operational test of the wing ice protection system.
Assistance to the operational test of the engine air-intake ice protection (with engines operating).
Troubleshoot faulty system.

Indicating/recording systems

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

Landing Gear

Build up wheel.
Replace main wheel.
Replace nose wheel.
Replace steering actuator.
Replace truck tilt actuator.
Replace gear retraction actuator.
Replace uplock/downlock assembly.

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

Lights

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

Instruments

Troubleshoot faulty system.
Calibrate magnetic direction indicator.
Replace airspeed indicator.

Replace altimeter.
Replace air-data computer.
Replace ADI.
Replace HSI.
Check pitot static system for leaks.
Check operation of directional gyro.
Check calibration of pitot static instruments.
Compass replacement direct/indirect.
Functional check flight director system.

Surveillance

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

Navigation

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

Oxygen

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

Pneumatic systems

Replace filter.
Replace air shut off valve.
Replace pressure regulating valve.

Replace compressor.
Recharge dessicator.
Adjust regulator.
Check for leaks.
Troubleshoot faulty system.

Vacuum systems

Inspect the vacuum system i.a.w. AMM.
Replace vacuum pump.
Check/replace filters.
Adjust regulator.
Troubleshoot faulty system.

Water/Waste

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

Central Maintenance System

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

Airborne Auxiliary power

Install APU.
Inspect hot section.
Troubleshoot faulty system.

Structures

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

Apply protective treatment.

Doors

Inspect passenger door i.a.w. AMM.

Rig/adjust locking mechanism.

Adjust air stair system.

Check operation of emergency exits.

Test door warning system.

Troubleshoot faulty system.

Remove and install passenger door i.a.w. AMM.

Remove and install emergency exit i.a.w. AMM.

Inspect cargo door i.a.w. AMM.

Windows

Replace windshield.

Replace direct vision window.

Replace cabin window.

Repair transparency.

Wings

Skin repair.

Recover fabric wing.

Replace tip.

Replace rib.

Replace integral fuel tank panel.

Check incidence/rig.

Propeller

Assemble prop after transportation.

Replace propeller.

Replace governor.

Adjust governor.

Perform static functional checks.

Check operation during ground run.

Check track.

Check setting of micro switches.

Assessment of blade damage i.a.w. AMM.

Dynamically balance prop.

Troubleshoot faulty system.

Main Rotors

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

Rotor Drive

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

Tail Rotors

Install rotor assembly.
Replace blades.
Troubleshoot.

Tail Rotor Drive

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

Rotorcraft flight controls

Install swash plate.
Install mixing box.
Adjust pitch links.
Rig collective system.

Rig cyclic system.
Rig anti-torque system.
Check controls for assembly and locking.
Check controls for operation and sense.
Troubleshoot faulty system.

Power Plant

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

Piston Engines

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

Turbine Engines

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

Troubleshoot.

Fuel and control, piston

Replace engine driven pump.

Adjust AMC.

Adjust ABC.

Install carburettor/injector.

Adjust carburettor/injector.

Clean injector nozzles.

Replace primer line.

Check carburettor float setting.

Troubleshoot faulty system.

Fuel and control, turbine

Replace FCU.

Replace Engine Electronic Control Unit (FADEC).

Replace Fuel Metering Unit (FADEC).

Replace engine driven pump.

Clean/test fuel nozzles.

Clean/replace filters.

Adjust FCU.

Troubleshoot faulty system.

Functional test of FADEC.

Ignition systems, piston

Change magneto.

Change ignition vibrator.

Change plugs.

Test plugs.

Check H.T. leads.

Install new leads.

Check timing.

Check system bonding.

Troubleshoot faulty system.

Ignition systems, turbine

Perform functional test of the ignition system.

Check glow plugs/ignitors.

Check H.T. leads.

Check ignition unit.

Replace ignition unit.

Troubleshoot faulty system.

Engine Controls

Rig thrust lever.

Rig RPM control.

Rig mixture HP cock lever.

Rig power lever.

Check control sync (multi-eng).

Check controls for correct assembly and locking.

Check controls for range and direction of movement.

Adjust pedestal micro-switches.

Troubleshoot faulty system.

Engine Indicating

Replace engine instruments(s).

Replace oil temperature bulb.

Replace thermocouples.

Check calibration.

Troubleshoot faulty system.

Exhaust, piston

Replace exhaust gasket.

Inspect welded repair.

Pressure check cabin heater muff.

Troubleshoot faulty system.

Exhaust, turbine

Change jet pipe.

Change shroud assembly.

Install trimmers.

Inspect/replace thrust reverser.

Replace thrust reverser component.

Deactivate/reactivate thrust reverser.

Operational test of the thrust reverser system.

Oil

Change oil.

Check filter(s).

Adjust pressure relief valve.
Replace oil tank.
Replace oil pump.
Replace oil cooler.
Replace firewall shut off valve.
Perform oil dilution test.
Troubleshoot faulty system.

Starting

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

Turbines, piston engines

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

Engine water injection

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

Accessory gear boxes

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

APU

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

B. SPECIFIC TASKS FOR SAILPLANES AND POWERED SAILPLANES

Structures	Wooden/metal tube and fabric/composite/metallic
General activities	
Placards check or replace	x
Weighing, weight & balance sheet	x
Documentation of annual inspection, repair	x
Review records for compliance with airworthiness directives	x
Five annual inspections	x
Inspection after an occurrence	x
Dismantling/reinstallation of wings and empennages	x
Leveling and weighing	
Level the sailplane	x
Weighing, weight & balance sheet	x
Prepare a weight and balance amendment	x
Check the list of equipment	x
Flight controls and flight control systems	
Aileron, flaps: Removal — Balancing — Reinstallation	x
Elevator: Removal — Balancing — Reinstallation	x
Rudder: Removal — Balancing — Reinstallation	x
Rudder cable: Fabrication and installation	x
Elevator pushrod: Installation	x
Safeguarding of pins, screws, castellated nuts	x
Sealing of gaps	x
Electrical systems	
Electrical components, wiring: Removal — Installation	x
Batteries — Servicing	x
Avionics systems	
COM: Removal — Installation	x
NAV: Removal — Installation	x
XPDR: Removal — Installation	x
Antenna/antenna cable: Removal — Installation	x
Cabin equipment/systems	
Belts/safety harnesses: Removal — Installation	x
Oxygen system removal installation — Test	x
Canopy replacement or repair	x
Pitot/static system: Removal — Installation — Test	x
Flight instruments: Removal — Installation	x
Installation of approved equipment	x
Compass: Installation — Compensation	x
Tow release: Removal — Installation	x
Water ballast system: Removal — Installation — Test	x
Undercarriage: Removal — Installation	x
Brake system: Replacement of components	x
Fuel — Engine — Propeller — Engine — Instruments	x

Refer to the tasks related to propeller, piston engine, fuel and control, ignition, engine indications and exhaust, which are contained in Table A 'Specific tasks for aeroplanes'	
Verification and adjustment of folding system of powered sailplanes	X
Wooden structures/Metal tubes and fabric	
Inspection/testing for damages	X
Rib structure repair	X
Plywood skin repair	X
Recover or repair structure with fabric	X
Protective coating and finishing	X
Install patch on fabric material	X
Repair of fairings	X
Composite structures	
Laminate repair	X
Sandwich structure repair	X
Partial gel coat repair	X
Complete gel coating	X
Repair of fairings	X
Metal structures	
Crack testing	X
Repair of covering	X
Drilling cracks	X
Riveting jobs	X
Bonding of structures	X
Anti-corrosion treatment	X
Repair of fairings	X

C. SPECIFIC TASKS FOR BALLOONS AND AIRSHIPS

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

Removal – installation of XPDR	x	x	x	x	x
Installation of antenna	x	x	x	x	x
Replacement of antenna cable	x	x	x	x	x
Cabin – Equipments:					
Pitot / static systems – tubes removal - installation - replacement					x
Flight instruments removal - installation - replacement	x	x	x	x	x
Installation of an approved system	x	x	x	x	x
Magnetic compass installation - compensation					x
Fire extinguisher	x			x	x
Ballast - Replacement of:					
Water ballast (when applicable)					x
Sand/shot ballast (when applicable)		x	x		x
Valves - inspection and rigging of valves					x
Envelope:					
Inspection and repair of envelope panels/gores/seams	x	x	x	x	x
Inspection and repair of load tapes and attachment points	x	x	x	x	x
Inspection and repair of deflation system	x	x		x	
Inspection and repair of net		x	x		
Inspection and repair of mooring system			x		
Electrostatic conductivity test (if type is approved for hydrogen) (*)		x			x
Ballonet inspection and repair			x		x
Inspection and fabrication of a suspension cable or rope	x	x	x	x	x
Inspection and fabrication of a catena				x	x
Load ring/frame:					
Crack detection (welded and machined parts) (*)	x	x	x	x	
Heater system:					
Removal, inspection and re-installation	x			x	
Inspection and cleaning of vaporizer and filter (*)	x			x	
Inspection and replacement of hoses (*)	x			x	
Inspection and replacement of pilot flame ignition unit (*)	x			x	
Sealing of fittings (*)	x			x	
Pressure and leak test (*)	x			x	
Disassembly an assembly of fuel cell (*)	x			x	
10-year inspection of fuel cell	x			x	
Basket/gondola:					
Removal, inspection and re-installation (as applicable)	x	x	x	x	x

Inspection and fabrication of a suspension cable or rope (*)	x	x			
Removal – installation of padding	x	x			
Removal – installation of belts - safety harness				x	x
Removal – installation of essential elements of the cabin	x	x	x	x	x
Inspection and fabrication of a basket wire	x	x	x		
Inspection of operational equipment and its fixation points	x	x	x	x	x
Crack detection and repair (welded parts and frames)	x	x	x	x	x
Landing gear:					
Removal, inspection and re-installation of wheels			x	x	x
Removal, inspection and re-installation of brakes					x
Removal, inspection and re-installation of shock absorber					x
Fuel – Engine – Propeller – Engine instruments systems:					
Refer to tasks in blocks for aeroplanes				x	x
Wood structure:					
Structure repair	x	x	x		
Protective coating					
Composite structure:					
Laminate repair			x		x
Sandwich structure repair			x		x
Metal structures:					
Crack detection (welded and machined parts)	x	x	x	x	x
Riveting jobs				x	x
Bonding of structures		x	x	x	x
Anti-corrosion treatment			x	x	x
Repair of fairings			x		x
Engine:					
Tasks for aeroplanes of comparable certification level				x	x
Exhaust system:					
Tasks for aeroplanes of comparable certification level				x	x
Propeller:					
Tasks for aeroplanes of comparable certification level				x	x
Fuel system:					
Tasks for aeroplanes of comparable certification level				x	x
Hydraulic system:					
Tasks for aeroplanes of comparable certification level				x	x

Pneumatic system:					
Tasks for aeroplanes of comparable certification level				x	x
Winch system:					
Witness winch inspection			x		

Appendix III — Evaluation of the competence: assessment and assessors

ED Decision 2015/029/R

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

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

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

- Knowledge;
- Skills;
- Attitude;

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

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

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

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

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

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

- Aircraft final/close-up and report (apply close up, initiate appropriate actions/follow-up/records of testing, establish and sign maintenance records/logbooks).

2) How to assess

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

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

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

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

The assessment may be:

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

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

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

A ‘box-ticking’ exercise would be pointless. Experience has shown that assessment sheets have largely evolved over time into assessment of groups of ‘skills’ because in practice such things eventually detracted from the training and assessment that it was intended to serve: evaluate

at a point of time, encourage and orientate the training needs, improve safety and ultimately qualify people for their duties.

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

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

3) Who should assess

In order to qualify, the assessor should:

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

The roles may be combined for:

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

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

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