



CAR PART II - CHAPTER 7

CAR-66

AIRCRAFT MAINTENANCE ENGINEER LICENSING

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TABLE OF CONTENT

FORWORD	4
RECORD OF ISSUE.....	5
HIGHLIGHT OF CHANGE	5
GENERAL.....	6
TECHNICAL REQUIREMENTS.....	7
SECTION 1 - AIRCRAFT MAINTENANCE ENGINEERS LICENCE.....	7
CAR 66.1 - Scope	7
CAR 66.2 - Enforcement	7
CAR 66.3 - Licence categories	7
GM 66.3 - Licence categories.....	8
CAR 66.5 - Aircraft Groups	8
GM 66.5 Aircraft Groups.....	9
CAR 66.10 - Application.....	9
AMC 66.10 – Application	9
CAR 66.15 - Eligibility	10
AMC 66.15 - Eligibility.....	10
CAR 66.20 - Privileges.....	10
GM 66.20(a) - Privileges.....	12
AMC 66.20(b)2 - Privileges.....	14
GM 66.20(b)2- Privileges.....	16
AMC 66.20(b)3- Privileges	16
GM 66.20(b) 4 - Privileges.....	17
CAR 66.25 Basic knowledge requirements	18
AMC 66.25 - Basic knowledge requirements.....	18
GM 66.25(a) (1) - Basic knowledge requirements	18
GM 66.25(a)(2) – Basic knowledge requirements.....	19
CAR 66.30 - Basic Experience requirements	20
AMC 66.30(a) - Basic experience requirements	21
AMC 66.30(d) - Basic experience requirements.....	23
AMC 66.30(e) - Basic experience requirements.....	23
CAR 66.40 - Continued validity of the Aircraft Maintenance Engineers Licence	23
GM 66.40 - Continued validity of the Aircraft Maintenance Engineers Licence.....	24



CAR 66.45 - Endorsement with aircraft ratings	24
AMC 66.45(e) - Endorsement with aircraft ratings	26
AMC 66.45(d),(e)3,(f)1,(g)1 and (h) - Endorsement with aircraft ratings.....	27
GM 66.45(b) - Endorsement with aircraft ratings	27
GM 66.45 - Endorsement with aircraft ratings	28
CAR 66.50 - Limitations	32
AMC 66.50(b) - Limitations.....	32
CAR 66.55 - Evidence of qualification	32
CAR 66.70 - Conversion provisions	32
AMC 66.70 - Conversion provisions.....	33
AMC 66.70(c) - Conversion provisions	34
AMC 66.70 (d) - Conversion Provisions (non UAE Licenses).....	34
AMC 66.70 – Conversion provisions temporary validation (non UAE Licences).....	37
APPENDICES TO CAR 66	38
APPENDIX I : BASIC KNOWLEDGE REQUIREMENTS (except for category L licence)	38
APPENDIX II : BASIC EXAMINATION STANDARD	104
APPENDIX III : AIRCRAFT TYPE TRAINING AND EXAMINATION STANDARD – ON THE JOB EXPERIENCE ...	109
APPENDIX IV : Experience Requirements for Extending CAR 66 Aircraft Maintenance Engineers Licence.	139
Appendix V : Aircraft Maintenance Licence	140
Appendix VI : Basic knowledge requirements for category L aircraft maintenance licence	143
Appendix VII : Basic examination standard for category L aircraft maintenance licence.....	154
APPENDICES TO AMCs TO CAR 66	155
APPENDIX I to AMC to CAR 66 : AIRCRAFT TYPE RATINGS FOR CAR 66 AIRCRAFT MAINTENANCE ENGINEERS LICENCE	155
APPENDIX II to AMC to CAR 66 : AIRCRAFT TYPE PRACTICAL EXPERIENCE AND ON-JOB-EXPERIENCE– LIST OF TASKS.....	281
APPENDIX III to AMC to CAR 66 : EVALUATION OF THE COMPETENCE ASSESSMENT AND ASSESSORS.....	298
APPENDICES TO GMs TO CAR 66.....	301
APPENDIX I to GM 66.50 (Limitations)	301



FORWARD

For the purpose of this regulation, the competent authority shall be the General Civil Aviation Authority designated by the United Arab Emirates Federal Government, and known in this regulation as the “GCAA”.

The development of this regulation was through a GCAA led consultative committee the OTTG (Operators Technical Training Group) that included representatives from all segments of the aviation industry covered by, and impacted by this regulation.

Conformity with the Acceptable Means of Compliance (AMC) section of this regulation is mandatory unless other Alternative Means of Compliance have been submitted that result in an equivalent level of safety (or compliance) and approved to the GCAA.



RECORD OF ISSUE

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HIGHLIGHT OF CHANGE

Section	Details
AMC 66.70 (d) Conversion Provisions (Non-UAE Licenses)	ICAO license from Category 1 or Category 2 that carries a limitation will also be classified under Category 3. Certificates required for licence conversions referred to above will be valid for a period of 24 months from the date of examination.



GENERAL

Certifying staff holding licences issued in accordance with CAR 66 in a given category/subcategory are deemed to have the privileges described in point 66.20(a) of this CAR corresponding to such a category/subcategory. The basic knowledge requirements corresponding to the new privileges shall be deemed as met for the purpose of extending such licence to a new category/sub-category.

Certifying staff holding a licence including aircraft which do not require an individual type rating may continue to exercise his/her privileges until the first renewal or change, where the licence shall be converted to the ratings defined in point 66.45 of this CAR.

For the purpose of time limits contained in points 66.25, 66.30 and Appendix III of CAR 66 related to basic knowledge examinations, basic experience, theoretical type training and examinations, practical training and assessment, type examinations and on the job experience completed before this Regulation applies, the origin of time shall be the date by which this Regulation applies.

The E-Services system which has now been fully adopted by the GCAA for the issue, renewal and type endorsement of an aircraft maintenance engineers licences as defined in point 66.10, and must be used for all applications. Each field must be completed in full as required, with the required attachments including passport copy. All licence applications for conversion as described in point 66.70 and section 4 appendix I, must also be made using the E-Licensing system. For the removal of limitations as described in points 66.45 and 66.50 the E-Licensing system must also be used. The GCAA reserve the right not to renew or issue a licence to any individual they deem unfit to maintain or hold a licence.



1. TECHNICAL REQUIREMENTS

SECTION 1 - AIRCRAFT MAINTENANCE ENGINEERS LICENCE

CAR 66.1 - Scope

This section defines the Aircraft Maintenance Engineers Licence and establishes the requirements for application, issue and continuation of its validity.

CAR 66.2 - Enforcement

The GCAA shall impose restrictions, suspend, limit or revoke any Aircraft Maintenance Engineers licence issued if the holder cannot demonstrate their capability to maintain the appropriate safety standards. Personnel granted with an Aircraft Maintenance Engineers licence shall not engage in, support or conceal unsafe acts.

CAR 66.3 - Licence categories

Aircraft maintenance licenses include the following categories and, where applicable, subcategories:

- (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 B3
The B3 licence is applicable to piston-engine non-pressurised aeroplanes of 2 000 kg Maximum Take-off Mass (MTOM) and below.
- (e) Category L, divided into the following subcategories:
 - L: hot-air balloons,
 - L: gas balloons,
 - L: hot-air airships,
 - L: gas airships,
- (f) Category C
The C licence is applicable to aeroplanes and helicopters.



GM 66.3 - Licence categories

Individual Aircraft Maintenance Engineers Licence holders need not be restricted to a single category. Provided that each qualification requirement is satisfied, any combination of categories may be granted

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

CAR 66.5 - Aircraft Groups

(a) For the purpose of ratings on aircraft maintenance engineers licenses aircraft shall be classified in the following groups.

- (1) Group 1: Complex motor-powered aircraft as well as multiple engine helicopters, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships other than Category L and other aircraft requiring an aircraft type rating when defined so by the GCAA.

The GCAA 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) sub-group 2a:

- single turbo-propeller engine aeroplanes
- those turbojet and multiple-turboprop aeroplanes classified by the GCAA in this subgroup because of their lower complexity,

(ii) sub-group 2b:

- single turbine engine helicopters
- those multiple turbine helicopters classified by the GCAA in this subgroup because of their lower complexity.

(iii) sub-group 2c:

- single piston engine helicopters
- those multiple piston engine helicopters classified by the GCAA in this subgroup because of their lower complexity.

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

(4) Group 4: Balloons and Airships other than those in Group 1.



GM 66.5 Aircraft Groups

The following table summarises the applicability of categories/subcategories of CAR 66 licenses versus the groups/subgroups of aircraft:

Category/subcategory	A, B1 and C	B2	B3	L
Groups				
1 — Complex motor-powered aircraft — Multi-engine helicopters — Aeroplanes above FL290 — Aircraft with fly-by-wire systems — Any other aircraft when defined by the GCAA	X	X		
1 — Gas airships other than Cat L	X	X		
2 2a: Single turboprop aeroplanes 2b: Single turbine helicopters 2c: Single piston helicopters	X	X		
3 — Piston engine aeroplanes	X	X		
3 — Piston engine aeroplanes (non-pressurised of 2000 kg MTOM and below)	X	X	X	
4 — Balloons — Airships not in Group 1		X		X

CAR 66.10 - Application

- An application for an Aircraft Maintenance Engineers Licence or amendment to such licence shall be made using the AMEL E-Licensing services application and/or any other assigned form, in a manner established by the General Civil Aviation Authority (GCAA), and submitted thereto.
- 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.
- The organisation requesting the grant or amendment to a licence is responsible for the review of the application before making a recommendation to the GCAA.

AMC 66.10 – Application

- 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 year’s maintenance experience



completed” is not acceptable. A logbook of maintenance experience is desirable and the GCAA require such a logbook to be kept. It is acceptable to cross-refer in the E-Licensing system to other documents containing information on maintenance.

- (b) Applicants claiming the maximum reduction in 66.30(a) total experience based upon successful completion of CAR 147 approved basic training should include the CAR 147 certificate of recognition for approved basic training.
- (c) Applicants claiming reduction in 66.30(a) total experience based upon successful completion of technical training in an organisation or institute recognised by the GCAA as a competent organisation or institute should include the relevant certificate of successful completion of training.
- (d) The GCAA will only accept legible photocopies of course certificates and foreign licenses if duly certified as a true copy by the applicant’s organisation. Persons certifying documents should hold a responsible position within the organisation, preferably at management level.

CAR 66.15 - Eligibility

An applicant for an Aircraft Maintenance Engineers Licence shall be at least 18 years of age.

AMC 66.15 – Eligibility

An applicant for an Aircraft Maintenance Engineers licence should meet one of the following eligibility criteria to apply for a GCAA AMEL.

- (a) A UAE/GCC (Gulf Co-Operation Council) national or
- (b) A legal employee of UAE approved organisation with proper justification for a need to hold a UAE GCAA aircraft maintenance engineers licence or
- (c) A graduate of a GCAA CAR 147 approved basic aircraft maintenance training organisation.

CAR 66.20 - Privileges

- (a) The following privileges shall apply:
 - (1) A category A aircraft maintenance engineers 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 145.35 of CAR-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 engineers 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 engineers 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 145.35 of CAR-145. This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the ratings already endorsed in the B2 licence.
The category B2 licence does not include any A subcategory.
- (4) A category B3 aircraft maintenance engineers licence shall permit the holder to issue certificates of release to service and to act as B3 support staff for:
 - maintenance performed on aeroplane structure, powerplant and mechanical and electrical systems,
 - work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.
- (5) A category L aircraft maintenance licence shall permit the holder to issue certificate of release to service and to act as L support staff following:
 - maintenance performed on structures, powerplant and mechanical and electrical systems;
 - work on radio, Emergency Locator Transmitter (ELT) and transponder systems; and
 - work on avionic systems requiring simple tests to prove their serviceability.
- (6) A category C aircraft maintenance engineer's licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety.
- (b) The holder of an aircraft maintenance engineers licence shall not exercise its privileges unless:
 - (1) in compliance with the applicable requirements of CAR M and CAR-145; and
 - (2) in the preceding 2-year period he/she has, either had 6 months of maintenance experience in accordance with the privileges granted by the aircraft maintenance engineers 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 66.20(a) - Privileges

(a) The following definitions apply:

Electrical system means the aircraft electrical power supply source, and 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, stores analogue, or digital data using data lines, data buses, coaxial cables, wireless or other data transmission medium, and includes the system's components and connectors. Examples of avionics systems include the following:

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

NOTE: Instruments are formally included in the privileges of the B2 licence holders. However, maintenance on electromechanical and pitot-static components may also be released by a B1, 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 to identify the root cause of a defect or malfunction using approved maintenance data. It may include the use of BITE or external test equipment.

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

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

- (b) The category B3 licence does not include any A subcategory. Nevertheless, this does not prevent the B3 licence holder from releasing maintenance tasks typical of the A1.2 subcategory for piston-engine



non-pressurised aeroplanes of 2 000 kg MTOM and below, within the limitations contained in the B3 licence.

- (c) 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, 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, 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, B3 or L qualifications may perform both roles in base maintenance.

AMC 66.20(b)2 - Privileges

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

(1) Duration:

Within an approved maintenance organisation:

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

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

When the licence holder maintains and releases aircraft in accordance with CAR M.801 (b) 3, in certain circumstances this number of days may even be reduced by 50% when agreed in advance by the GCAA. These circumstances consider the cases where the holder of a CAR 66 licence happens to be the owner of an aircraft and carries out maintenance on his own aircraft, or where a licence holder maintains an aircraft operated for low utilisation, that does not allow the licence holder to accumulate the required experience. This reduction should not be combined with the 20% reduction permitted when carrying out technical support, or maintenance planning, continuing airworthiness management or engineering activities. To avoid a too long period without experience, the working days should be spread over the intended 6 months period.

(2) Nature of the experience:

Depending on the category of the Aircraft Maintenance Engineers 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 certifying staff, the experience should include exercising the privileges, by means of performing tasks related to the authorisation on at least one aircraft type for each licence subcategory. This means tasks as mentioned in AMC 145.30(g), including servicing, component changes and simple defect rectifications.

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

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

For licences endorsed with (sub) group ratings;

- In the case of a B1 licence endorsed with sub group ratings (either manufacturer sub group or sub full group) as defined in CAR 66.45 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 licence endorsed with sub group ratings (either manufacturer sub group or full group) as defined in CAR 66.45 the holder should show experience on at least one aircraft type per sub group.
- In the case of a B3 licence endorsed with the rating “piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below” as defined in 66.45, the holder should show experience on at least one aircraft type per aircraft structure (metal, composite or wood).

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

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

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



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

The experience should be documented in an individual 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;
- Operation performed i.e. 100 FH check, MLG wheel change, engine oil check and complement, SB embodiment, trouble shooting, structural repair, STC embodiment;
- 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, B3, C or L);
- Duration in days or partial-days.

GM 66.20(b)2- Privileges

The sentence *'met the provision for the issue of the appropriate privileges'* included in 66.20(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 66.20(b)3- Privileges

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

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

- Type ratings that have been endorsed on a licence in accordance with Appendix I to AMC to CAR 66 "List of Type Ratings" after attending type training/on-the-job experience 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 experience covering only the Airbus A320 (CFM56).



- Type ratings, which have been endorsed on a licence in accordance with Appendix I to AMC to CAR 66 “List of Type Ratings” after a new variant has been added to the rating in Appendix I, without performing difference training. For example, 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 experience.
- Specific technology and options selected by each customer, which may not have been covered by the type training/on-the-job experience.
- Changes in the basic knowledge requirements of Appendix I to CAR 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 66.20(b)2.
- Persons holding a CAR 66 licence with limitations, obtained through conversion of qualifications (66.70), 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.

GM 66.20(b) 4 - Privileges

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



CAR 66.25 Basic knowledge requirements

- (a) For an aircraft maintenance licence other than category L, an applicant for an aircraft maintenance engineer's licence or the addition of a category or subcategory to such an aircraft maintenance engineers licence shall demonstrate, by examination, a level of knowledge in the appropriate subject modules in accordance with Appendix I to this CAR. The basic knowledge examinations shall be conducted by a training organisation appropriately approved under CAR 147 or by the GCAA. All examinations conducted outside the GCAA must be conducted by the same GCAA approved training organisation. Approved training may be carried out by another training provider if the provisions of AMC 66.25 (3) have been adopted by a CAR 147 approved basic training organisation.
- (b) An applicant for an aircraft maintenance licence in the category L shall demonstrate by examination a level of knowledge of appropriate subject modules in accordance with Appendix VI. The examination shall comply with the standard described in Appendix VII and shall be conducted by a training organization appropriately approved under CAR 147 or as agreed by the GCAA.
- (c) The training courses and examinations shall have been passed within 10 years prior to the application for an aircraft maintenance engineers licence or the addition of a category or subcategory to such aircraft maintenance engineers licence. Should this not be the case, examination credits may however be obtained in accordance with point (c).
- (d) The applicant may apply to the GCAA for full or partial examination credit to the basic knowledge requirements for.
 - (1) basic knowledge examinations that do not meet the requirement described in point (b) above; and
 - (2) Any other technical qualification considered by the GCAA to be equivalent to the knowledge standard of CAR 66.
- (e) Credits expire 10 years after they were granted to the applicant by the GCAA. The applicant may apply for new credits after expiration.
- (f) The GCAA may conduct an oral examination, assessment or interview with any applicant for a basic licence.

AMC 66.25 - Basic knowledge requirements

- (a) For an applicant being a person qualified by holding an academic degree or HND 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 CAR 66
- (b) Knowledge gained and examinations passed during previous experiences, for example, in military aviation and civilian apprenticeships will be credited where the GCAA is satisfied that such knowledge and examinations are equivalent to that required by Appendix I to CAR 66.
- (c) Approved training may be carried out at a different CAR 147 approved basic training organisation provided the training organisation has a procedure approved by the GCAA for accepting such applicants. A declaration shall be made by both the applicant and the training organisation before making application to the GCAA. (CAR 66.10 refers).

GM 66.25(a) (1) - Basic knowledge requirements

The levels of knowledge for each licence (sub) category are directly related to the complexity of certifications related to the corresponding licence (sub)category which means that category A should



demonstrate a limited but adequate level of knowledge, whereas category B1, B2 and B3 should demonstrate a complete level of knowledge in the appropriate subject modules.

GM 66.25(a)(2) – Basic knowledge requirements

“As agreed by the GCAA” means that the examination is conducted by an organisation under a formal agreement with and the oversight of the GCAA.



CAR 66.30 - Basic Experience requirements

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

(1) for category A and 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 GCAA 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 CAR 147.

or 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 GCAA 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 CAR 147

(2) For category L

2 Years of practical maintenance experience on operating balloons/airships covering a representative cross section of maintenance activities in the corresponding subcategory.

(3) for category C with respect to large aircraft:

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

(4) for category C with respect to other than large aircraft: 3 years of experience exercising category B1 or B2 privileges on other than large aircraft or as CAR 145 B1.1, B1.3 or B2 support staff, or, a combination of both; or

(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 GCAA, three years of experience working in a civil aircraft maintenance environment on a



representative selection of tasks directly associated with aircraft maintenance including six months of observation of base maintenance tasks.

- (b) An applicant for an extension to an Aircraft Maintenance Engineers 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 CAR.
- (c) The experience shall be practical and involve a representative cross section of maintenance tasks on aircraft.
- (d) At least one year of the required experience shall be recent maintenance experience on aircraft of the category/subcategory for which the initial Aircraft Maintenance Engineers Licence is sought. For subsequent category/subcategory additions to an existing Aircraft Maintenance Engineers Licence, the additional recent maintenance experience required may be less than one year, but shall be at least three months. The required experience shall be dependent upon the difference between the licence category/subcategory held and applied for. Such additional experience must shall be typical of the new licence category/subcategory sought.
- (e) Notwithstanding paragraph (a), aircraft maintenance experience gained outside a civil aircraft maintenance environment shall be accepted when such maintenance is equivalent to that required by this CAR as established by the GCAA. 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 Engineers Licence or the addition of a category or subcategory to such a licence.
- (g) The practical experience shall be conducted at and under the control of a maintenance organisation appropriately approved for the maintenance and shall be assessed by a designated assessor appropriately qualified.
- (h) In order to facilitate the verification by the GCAA, demonstration of practical experience shall consist of detailed worksheet/log book and compliance report completed by designated assessor demonstrating how the practical experience meets this CAR.

AMC 66.30(a) - Basic experience requirements

- (a) 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.
- (b) While an applicant to a CAR 66 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.
- (c) A skilled worker is a person who has successfully completed a course of training, acceptable to the GCAA, involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would include the use of tools and measuring devices.
- (d) 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 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 (CAR 145, M.A. Subpart F, Part-145, FAR-145,) or under the supervision of independent certifying staff; however at least 50% of the required experience period must be gained at GCAA approved organizations within UAE territory or as otherwise agreed by the GCAA.
 - May be combined with CAR 147 approved training (or other training approved by GCAA) so that periods of training can be intermixed with periods of experience, similar to an apprenticeship.
 - In the case of licence in the category L, 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 two year experience required 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 licence category as attested by the corresponding statement(s) issued by the maintenance organisation(s) or independent certifying staff who supervised the applicant.
- (e) 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): CAR 66 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 66.30(d) - Basic experience requirements

To be considered as recent experience; at least 50% of the required 12 month experience should be gained within the 12 month period prior to the date of application for the Aircraft Maintenance Engineers Licence. The remainder of the 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 66.30 must be obtained within the 10 years prior to the application as required by 66.30(f). The evidence of the experience acquired can be shown as a documented schedule of works experience log book compiled in ATA format.

AMC 66.30(e) - Basic experience requirements

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

CAR 66.40 - Continued validity of the Aircraft Maintenance Engineers Licence

- (a) The Aircraft Maintenance Engineers Licence becomes invalid eight years after its last issue, unless the holder submits his/her Aircraft Maintenance Engineers Licence to the GCAA, in order to verify that the information contained in the licence is the same as that contained in the GCAA records.
- (b) For a licence that has expired for more than 2 years following the expiry date on the licence the holder will be required to
 - (1) Complete a declaration stating that he/she has not exercised the privileges of the licence since the expiry date, together with a supporting letter from the Quality Department and pass a GCAA Aviation Legislation examination.
 - (2) If the applicant does not currently work for a GCAA approved organisation the applicant will be required to complete a declaration stating that he/she has not exercised the privileges of the licence since the expiry and pass a GCAA Aviation Legislation examination.
- (c) The holder of an Aircraft Maintenance Engineers Licence shall complete the relevant fields in the E-Licensing system and submit it with the holder's copy of the licence to the GCAA, unless the holder works in a maintenance organisation approved in accordance with CAR 145 that has a procedure in its



exposition whereby such organisation may submit the necessary documentation on behalf of the Aircraft Maintenance Engineers Licence holder.

- (d) Any certification privileges based upon an Aircraft Maintenance Engineers Licence becomes invalid as soon as the Aircraft Maintenance Engineers Licence is invalid.
- (e) The Aircraft Maintenance Engineers Licence is only valid
 - (1) when issued and/or amended by the GCAA and
 - (2) when the holder has signed the document.

GM 66.40 - Continued validity of the Aircraft Maintenance Engineers Licence

Validity of the Aircraft Maintenance Engineers Licence is not affected by recency of maintenance experience whereas the validity of the CAR 66.20 privileges is affected by maintenance experience as specified in CAR 66.20(b).

CAR 66.45 - Endorsement with aircraft ratings

- (a) In order to be entitled to exercise certification privileges on a specific aircraft type, the holder of an Aircraft Maintenance Engineer Licence shall have his/her licence endorsed with the relevant aircraft ratings.
 - For category B1, B2 or C the relevant aircraft ratings are the following:
 - 1. For group 1 aircraft, the appropriate aircraft type rating.
 - 2. For group 2 aircraft, the appropriate aircraft type rating, manufacturer sub-group rating or full sub-group rating.
 - 3. For group 3 aircraft, the appropriate aircraft type rating or full group rating.
 - For category B3, the relevant rating is 'piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below'.
 - For category A, no rating is required, subject to compliance with the requirements of point 145.35 of CAR-145.
- (b) The endorsement of aircraft type ratings requires the satisfactory completion of the relevant category B1, B2 or C aircraft type training.
- (c) In addition to the requirement of point (b), the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On the Job Experience, as described in Appendix III to CAR 66.
- (d) By derogation from points (b) and (c), for group 2 and 3 aircraft, aircraft type ratings may also be granted after:



- satisfactory completion of the relevant category B1, B2 or C aircraft type examination described in Appendix III to CAR 66, and
- in the case of B1 and B2 category, demonstration of practical experience on the aircraft type. In that case, the practical experience shall include a representative cross section of maintenance activities relevant to the licence category.

In the case of a category C rating for a person qualified by holding an academic degree as specified in point 66.30(a)(5), the first relevant aircraft type examination shall be at the category B1 or B2 level.

(e) For group 2 aircraft:

- (1) the endorsement of manufacturer sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least two aircraft types from the same manufacturer which combined are representative of the applicable manufacturer sub-group;
- (2) the endorsement of full sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least three aircraft types from different manufacturers which combined are representative of the applicable sub-group;
- (3) the endorsement of manufacturer sub-groups and full sub-group ratings for category B2 licence holders requires demonstration of practical experience which shall include a representative cross section of maintenance activities relevant to the licence category and to the applicable aircraft sub-group.

(f) For group 3 aircraft:

- (1) the endorsement of the full group 3 rating for category B1, B2 and C licence holders requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to the group 3. for category B1, unless the applicant provides evidence of appropriate experience, the group 3 rating shall be subject to the following limitations, which shall be endorsed on the licence:
 - pressurised aeroplanes
 - metal structure aeroplanes
 - composite structure aeroplanes
 - wooden structure aeroplanes
 - aeroplanes with metal tubing structure covered with fabric.

(g) For the B3 licence:

- (1) the endorsement of the rating "piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below" requires demonstration of practical experience which shall include a representative cross-section of maintenance activities relevant to the licence category.



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

- wooden structure aeroplanes
- aeroplanes with metal tubing structure covered with fabric
- metal structure aeroplanes
- composite structure aeroplanes.

(h) For the L licence:

The endorsement of ratings requires demonstration of appropriate balloon/airship manufacture training and practical experience which shall include a representative cross section of maintenance activities relevant to the category/subcategory.

AMC 66.45(e) - Endorsement with aircraft ratings

(a) For the granting of manufacturer subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence *“at least two aircraft types from the same manufacturer which combined are representative of the applicable manufacturer subgroup”* means that the selected aircraft types should cover all the technologies relevant to the manufacturer subgroup in the following areas:

- Flight control systems (mechanical controls/hydro mechanically 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. 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/hydro mechanically 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.

- (b) 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 CAR 66.

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

As a consequence:

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

AMC 66.45(d),(e)3,(f)1,(g)1 and (h) - Endorsement with aircraft ratings

- (a) The “*practical experience*” should cover a representative cross section including at least 50 % of tasks contained in Appendix II to AMC relevant to the licence category and to the applicable aircraft type ratings or aircraft (sub)group ratings being endorsed. This experience should cover tasks from each paragraph of the Appendix II list. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. In the case of (sub)group ratings, this experience may be shown by covering one or several aircraft types of the applicable (sub)group and may include experience on aircraft classified in group 1, 2 and/or 3 as long as the experience is relevant. The practical experience should be obtained under the supervision of authorised certifying staff.
- (b) 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 %.

Practical experience should be demonstrated by the submission of records or a logbook showing the Appendix II tasks performed by the applicant. Typical data to be recorded are similar to those described in AMC 66.20(b)2.

GM 66.45(b) - Endorsement with aircraft ratings

An aircraft type rating includes all the aircraft models/variants listed in column 2 of Appendix 1 to AMC to CAR 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 CAR 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 66.20(b)3, 145.35(a) and M.607(a), as applicable, before he/she exercises certification privileges.

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

GM 66.45 - Endorsement with aircraft ratings

The following table shows a summary of the aircraft rating requirements contained in 66.45, 66.50 and Appendix III to CAR 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):
 - (i) Individual type ratings;
 - (ii) Full and/or Manufacturer (sub)group ratings;
- For each rating option, which are the qualification options;
- For the B1.2 licence (Group 3 aircraft) and for the B3 licence (piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below), which are the possible limitations to be included in the licence if not sufficient experience can be demonstrated in those areas.

Note: OJE means “On-the-Job Experience” (Appendix III to CAR 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 licence	C licence
<p><u>Group 1 aircraft, except airships</u></p> <ul style="list-style-type: none"> - Complex motor-powered aircraft. - Multiple engine helicopters. - Aeroplanes certified above FL290. - Aircraft equipped with fly-by-wire. - Other aircraft when defined by the GCAA. 	<p>(For B1)</p> <p>Individual TYPE RATING</p> <p>Type training: Theory + examination Practical + assessment PLUS OJE (for first aircraft in licence subcategory)</p>	<p>(For B2)</p> <p>Individual TYPE RATING</p> <p>Type training: Theory + examination Practical + assessment PLUS OJE (for first aircraft in licence subcategory)</p>	<p>Individual TYPE RATING</p> <p>Type training: - Theory + examination</p>
	<p>(For L licence)</p> <p>Individual TYPE RATING</p> <p>Type training: Theory + examination Practical + assessment PLUS OJE (for first aircraft in licence subcategory) (For B1.1, B1.3, B1.4)</p>	<p>(For B2)</p> <p>Individual TYPE RATING</p> <p>Type training: Theory + examination Practical + assessment PLUS OJE (for first aircraft in licence category) (For B2)</p>	
<p><u>Group 2 aircraft</u></p> <p>Subgroups:</p> <p>2a: single turboprop aeroplanes (*)</p> <p>2b: single turbine engine helicopters (*)</p> <p>2c: single piston engine helicopters (*)</p> <p>(*) Except those classified in Group 1.</p>	<p>Individual TYPE RATING (type training + OJE) or (type examination + practical experience)</p> <p>Full SUBGROUP RATING (type training + OJE) or (type examination + practical experience) on at least 3 aircraft representative of that subgroup</p> <p>Manufacturer SUBGROUP</p>	<p>(For B2)</p> <p>Individual TYPE RATING (type training + OJE) or (type examination + practical experience)</p> <p>Full SUBGROUP RATING based on demonstration of practical experience</p>	<p>Individual TYPE RATING type training or type examination</p> <p>Full SUBGROUP RATING type training or type examination on at least 3 aircraft representative of that subgroup</p>



	<p>RATING (type training + OJE) or (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup</p>	<p>Manufacturer SUBGROUP RATING based on demonstration of practical experience</p>	<p>Manufacturer SUBGROUP RATING type training or type examination on at least 2 aircraft representative of that manufacturer subgroup</p>
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Aircraft rating requirements			
Aircraft	B1/B3/L licence	B2 licence	C licence
<p><u>Group 3 aircraft</u></p> <p>Piston engine aeroplanes (except those classified in Group 1)</p> <p><u>Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below</u></p>	<p>(For B1.2)</p> <p>Individual TYPE RATING (type training + OJE) or (type examination + practical experience)</p> <p>Full GROUP 3 RATING based on demonstration of practical experience Limitations: Pressurized aeroplanes Metal aeroplanes Composite aeroplanes Wooden aeroplanes Metal tubing & fabric Aeroplanes</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: Metal aeroplanes Composite aeroplanes Wooden aeroplanes Metal tubing & fabric aeroplanes</p>	<p>(For B2)</p> <p>Individual TYPE RATING (type training + OJE) or (type examination + practical experience)</p> <p>(For B2)</p> <p>Full GROUP 3 RATING based on demonstration of appropriate experience</p> <p>This rating cannot be endorsed on a B2 licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)</p>	<p>Individual TYPE RATING type training or type examination</p> <p>Full GROUP 3 RATING based on demonstration of practical experience</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> balloons and airships other than those in Group 1</p>	<p>(For all L subcategories)</p> <p>For L: 'hot-air balloons' rating, For L: 'gas balloons' rating, For L: 'hot-air airships' rating, For L: 'gas airships' rating,</p> <p>all based on demonstration of practical experience</p> <p>Limitations: see 66.45(h)</p>	<p>(For B2)</p> <p>Full GROUP 4 RATING based on demonstration of practical experience</p>	<p>Not applicable</p>
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CAR 66.50 - Limitations

- (a) Limitations introduced on an Aircraft Maintenance Engineers Licence are exclusions from the certification privileges and affect the aircraft in its entirety.
- (b) For limitations referred to in point 66.45, limitations shall be removed upon:
 - (1) demonstration of appropriate experience; or
 - (2) after a satisfactory practical assessment performed by the GCAA.
- (c) For limitations referred to in point 66.70 (c), limitations shall be removed upon satisfactory completion of examination on those modules/subjects defined in appendix 1 to CAR 66.50(c) and compliance with the relevant experience requirements.

AMC 66.50(b) - Limitations

- (a) The appropriate experience required to remove the limitations referred to in 66.45(f) and (g) should consist of the performance of a variety of tasks appropriate to the limitations under the supervision of authorised certifying staff. This should include the tasks required by a scheduled annual inspection. Alternatively, this experience may also be gained, if agreed by the GCAA, by theoretical and practical training provided by the manufacturer, as long as an assessment is further carried out and recorded by this manufacturer.
- (b) It may be acceptable to have this experience on just one aircraft type, provided that this type is representative of the (sub) group in relation to the limitation being removed.
- (c) 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.

CAR 66.55 - Evidence of qualification

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

CAR 66.70 - Conversion provisions

- (a) The holder of a certifying staff qualification valid in the UAE, prior to the date of entry into force of this CAR shall be issued an Aircraft Maintenance Engineers Licence by the GCAA without further examination subject to the conditions specified in para (c).
- (b) A person undergoing a certifying staff qualification process valid, prior to the date of entry into force of this CAR may continue to be qualified. The holder of a certifying staff qualification gained following such qualification process shall be issued an Aircraft Maintenance Engineers Licence without further examination subject to the conditions specified in para (c).
- (c) Where necessary, the Aircraft Maintenance Engineers Licence shall contain limitations in accordance with point 66.50 to reflect the differences between:
 - (1) the scope of the certifying staff qualification valid before the entry into force of this Regulation and.



- (2) the basic knowledge requirements and the basic examination standards laid down in Appendix land II to this CAR.
- (d) By derogation to paragraph (c) for aircraft not involved in commercial air transport other than large aircraft, the Aircraft Maintenance Engineers Licence shall contain limitations in accordance with point 66.50 to ensure that the certifying staff privileges valid before the entry into force of this Regulation and the privileges of the converted CAR 66 Aircraft Maintenance Engineers Licence remain the same.

AMC 66.70 - Conversion provisions

- (a) As described in CAR 66.70, the conversion provisions apply to the holder of a certifying staff qualification valid prior to the date of entry into force of CAR 66. The sentence the holder of a certifying staff qualification valid, means any person who had a qualification valid allowing that person the performance of activities identical to the privileges of “certifying staff” contained in CAR 66. This means that the signature of that person was sufficient to declare that the maintenance had been properly performed and the aircraft was ready for service and fit for flight in respect to such maintenance.

This should not be mistaken for the responsibilities linked to the airworthiness review, which was performed at different periods (typically varying from 6 months to 3 years) in the national systems. This is an activity which is performed at very specific points of time and not after every maintenance activity. As an airworthiness review (or equivalent term used in the national systems) is not performed after every maintenance event before the aircraft takes flight, an airworthiness review cannot be considered as a maintenance release. This means that the conversion provisions described in 66.70 are not applicable to persons performing airworthiness review functions unless their signature was required after every maintenance event before the aircraft can take flight.

- (b) 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 GCAA 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.



(c) As described in point 66.70, certifying staff qualifications eligible for conversion are those valid prior to the date of entry into force of CAR 66, which means those qualifications valid before:

- 01 July 2011 for aircraft above and below 5 700 kg MTOM.

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 01 December 2013, which is the date when the GCAA has the obligation to start issuing such licences.

(d) 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.

(e) A certifying staff qualification can be subject to more than one conversion process and can also be converted to more than one licence (with any applicable limitations). This could be the case, for example, for a person who already had the certifying staff qualification converted to a B1.2 licence with limitations linked to some missing elements of the CAR 66 Appendix I and II standard (following 66.70(c)). This person would be entitled to apply and have his/her certifying staff qualification converted to a B1.2 or a B3 licence on the basis of 66.70(d), which would mean that there is no need to compare with the CAR 66 Appendix I and II standard, introducing only those limitations required to maintain the existing privileges.

AMC 66.70(c) - Conversion provisions

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

For removal of limitations, refer to Appendix 1 to 66.50(c).

AMC 66.70 (d) - Conversion Provisions (non UAE Licenses)

The following list identifies which ICAO licences are acceptable for conversion to a GCAA licence, the list is split into two categories.

Category 1. The following ICAO licences are acceptable for conversion to a GCAA licence following an Aviation Legislation examination conducted by or on behalf of the GCAA.

Austria, Australia, Bahrain, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hong Kong, Hungary, Iceland, Ireland, Italy, Jordan, Kuwait, Latvia, Liechtenstein, Lithuania, Luxemburg, Malaysia, Malta, New Zealand, Norway, Poland, Portugal, Qatar, Romania, Singapore, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, The Netherlands, Turkey and the United Kingdom.

Category 2. The following ICAO licences are acceptable for conversion to a GCAA licence following an Aviation Legislation examination conducted by or on behalf of the GCAA, and a Human Factors examination conducted by the GCAA or a CAR 147 approved Maintenance Training Organisation.



Algeria, Bahamas, Bangladesh, Brunei, Canada, Egypt, FAA A&P with IA, Indonesia, India, Jamaica, Lebanon, Macau, Mauritius, Morocco, Oman, Pakistan, Saudi Arabia A&P with IA, South Africa, Sri Lanka, Sudan, Tunisia, Yemen and Ethiopia (A&C)

Category 3. The following ICAO licences are acceptable for conversion to a GCAA licence following completed GCAA approved structured validation program within recognized CAR 147 approved MTO, and an Aviation Legislation examination conducted by or on behalf of the GCAA, and a Human Factors examination conducted by the GCAA or a CAR 147 approved Maintenance Training Organisation:

Ethiopia (Avionics License) and Nepal

ICAO license from Category 1 or Category 2 that carries a limitation will also be classified under Category 3.

Conversion provision for non-type rated licences:

The following licences issued by an ICAO contracting state (listed above) without a type rating and certification privileges may be eligible for conversion to a GCAA corresponding basic category A licence following completion of a GCAA Aviation Legislation exam and Human Factor exam as applicable:

- a. Basic category B1 or basic airframe/powerplant foreign licences without heavy limitations.
- b. Basic unrestricted category A license

Foreign license with limitations not defined in APPENDIX I to GM 66.50 will not be accepted.

Further extension of GCAA category A licence issued under this provision shall comply with GCAA CAR 66 knowledge and experience requirements.

Basic airframe/powerplant foreign licences issued by an ICAO contracting state (listed above) without a type rating and certification privileges may be eligible for a conversion to a GCAA category A licence following completion of a GCAA Aviation Legislation exam and Human Factor exam as applicable. Further extension of GCAA category A licence issued under the provision of this paragraph shall comply with GCAA CAR 66 knowledge and experience requirements.

Candidates applying for foreign licence conversion may be required to sit additional CAR 66 full/part modular examination that are considered necessary by the GCAA to convert the foreign licence to a non-restricted GCAA CAR 66 AMEL.

Requests for a licence conversion on the basis of a non UAE licence referred to in GM 66.70(d) with a large number of limitations or with limitations that severely restricts the corresponding CAR 66 privileges will not be accepted.

Upon successful completion of the applicable examinations referred to in GM 66.70(d) the candidate will be required to apply for issue of a CAR 66 licence through the E-Services application. Ratings held by the individual on their non UAE licence will be endorsed on the licence iaw AMC 66.45(a).

For a licence conversion from a non UAE licence, the exam retake restriction does not apply for examination conducted by, or on behalf of the GCAA, a failed modular examination may be retaken at any time, however only one re-sit attempt will be allowed, after this the applicant must attend a GCAA Aviation



Legislation and/or Human Factor course at a CAR 147 approved training organisation, after which, the complete examination must be taken MCQ and essay.

Certificates required for licence conversions referred to above will be valid for a period of 24 months from the date of examination.



Applicants must hold a valid type rated Aircraft Maintenance Engineer Licence from an ICAO contracting state listed in GM 66.70(d), if the listed ICAO contracting state does not issue a type rated Aircraft Maintenance Engineer Licence, a valid basic Aircraft Maintenance Engineer Licence comparable and equivalent to the appropriate CAR 66 AMEL B1, B2, B3 or L category

Applicant must have held privileges to issue Certificate of Release to Service (CRS) under a maintenance/certification authorisation granted by a previous organisation under the oversight of the foreign license issuing authority.

The non UAE licence must be verified by the issuing authority and addressed to the GCAA, and if applicable, the maintenance/certification authorisation shall also be verified by the regulatory authority of the company that issued the maintenance authorisation to verify/attest that the authorisation issued by the company complies with ICAO Aircraft Maintenance Personal Licensing standards.

the above mentioned maintenance/certification authorisation verification is needed from applicants who hold basic licences which are issued from the ICAO contracting state that does not issue type rated Aircraft Maintenance Engineer Licences.

The applicant must furnish training course certificates related to the certification qualification.

AMC 66.70 – Conversion provisions temporary validation (non UAE Licences)

- (a) To permit a non UAE licence holder to exercise the privileges of their licence in the U.A.E. a non UAE licence can be validated by issuance of a letter of validation, with initial validity of ninety (90) days and may be further extended for another 90 days under extenuating circumstances.
- (b) The pre-requisites and eligibility criteria for the issue of a temporary validation are detailed in GM 66.70 (d) and GM 66.70 (e).



APPENDICES TO CAR 66

APPENDIX I : BASIC KNOWLEDGE REQUIREMENTS (except for category L licence)

1. Knowledge Levels - Category A, B1, B2, B3, and C Aircraft Maintenance Engineers Licence

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

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

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

Objectives:

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

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

Objectives:

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

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

Objectives:

- (a) The applicant should know the theory of the subject and interrelationships with other subjects.
- (b) The applicant should be able to give a detailed description of the subject using theoretical fundamentals and specific examples.



- (c) The applicant should understand and be able to use mathematical formulae related to the subject.
- (d) The applicant should be able to read, understand and prepare sketches, simple drawings and schematics describing the subject.
- (e) The applicant should be able to apply his knowledge in a practical manner using manufacturer's instructions.
- (f) The applicant should be able to interpret results from various sources and measurements and apply corrective action where appropriate.



Modularisation

Qualification on basic subjects for each Aircraft Maintenance Engineers Licence category or subcategory should be in accordance with the following matrix where applicable subjects are indicated by an 'X':

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



MODULE 1. MATHEMATICS

MODULE 1. MATHEMATICS	LEVEL			
	A	B1	B2	B3
<p>1.1 Arithmetic</p> <p>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.</p>	1	2	2	2
<p>1.2 Algebra</p> <p>(a) Evaluating simple algebraic expressions, addition, subtraction, multiplication and division, use of brackets, simple algebraic fractions;</p> <p>(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.</p>	1	2	2	2
<p>1.3 Geometry</p> <p>(a) Simple geometrical constructions;</p> <p>(b) Graphical representation; nature and uses of graphs, graphs of equations/functions;</p> <p>(c) Simple trigonometry; trigonometrical relationships, use of tables and rectangular and polar coordinates.</p>	—	1	1	1
	2	2	2	2
	—	2	2	2



MODULE 2. PHYSICS

MODULE 2. PHYSICS	LEVEL			
	A	B1	B2	B3
<p>2.1 Matter</p> <p>Nature of matter: the chemical elements, structure of atoms, molecules; Chemical compounds; States: solid, liquid and gaseous; Changes between states.</p>	1	1	1	1
<p>2.2 Mechanics</p> <p>2.2.1 Statics</p> <p>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).</p>	1	2	1	1
<p>2.2.2 Kinetics</p> <p>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.</p>	1	2	1	1
<p>2.2.3 Dynamics</p> <p>(a) Mass; Force, inertia, work, power, energy (potential, kinetic and total energy), heat, efficiency;</p> <p>(b) Momentum, conservation of momentum; Impulse; Gyroscopic principles; Friction: nature and effects, coefficient of friction (rolling resistance).</p>	1	2	1	1
<p>2.2.4 Fluid dynamics</p> <p>(a) Specific gravity and density;</p> <p>(b) Viscosity, fluid resistance, effects of streamlining; Effects of compressibility on fluids; Static, dynamic and total pressure: Bernoulli's Theorem, venturi.</p>	2	2	2	2
<p>2.3 Thermodynamics</p> <p>(a) Temperature: thermometers and temperature scales: Celsius, Fahrenheit and Kelvin; Heat definition;</p> <p>(b) Heat capacity, specific heat;</p>	1	2	2	1
<p>(a) Temperature: thermometers and temperature scales: Celsius, Fahrenheit and Kelvin; Heat definition;</p> <p>(b) Heat capacity, specific heat;</p>	2	2	2	2



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; 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	2	1
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	—

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MODULE 3. ELECTRICAL FUNDAMENTALS

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MODULE 3. ELECTRICAL FUNDAMENTALS	A	B1	B2	B3
<p>3.1 Electron Theory Structure and distribution of electrical charges within: atoms, molecules, ions, compounds; Molecular structure of conductors, semiconductors and insulators.</p>	1	1	1	1
<p>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.</p>	1	2	2	1
<p>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.</p>	1	2	2	1
<p>3.4 Generation of Electricity Production of electricity by the following methods: light, heat, friction, pressure, chemical action, magnetism and motion.</p>	1	1	1	1
<p>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.</p>	1	2	2	2
<p>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.</p>	—	2	2	1
<p>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</p>	—	2	2	1



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.	—	1	1	—
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MODULE 3. ELECTRICAL FUNDAMENTALS	LEVEL			
	A	B1	B2	B3
3.8 Power Power, work and energy (kinetic and potential); Dissipation of power by a resistor; Power formula; Calculations involving power, work and energy.	—	2	2	1
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; (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



<p>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.</p>	—	2	2	1
<p>3.12 DC Motor/Generator Theory 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.</p>	—	2	2	1
<p>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.</p>	1	2	2	1
<p>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.</p>	—	2	2	1
<p>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,</p>	—	2	2	1



power, efficiency; Auto transformers.				
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

MODULE 4. ELECTRONIC FUNDAMENTALS	LEVEL			
	A	B1	B2	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	—	1	—	1



<p>circuits/operational amplifiers;</p> <p>(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;</p> <p>Operation and amplifier stages connecting methods: resistive capacitive, inductive (transformer), inductive resistive (IR), direct;</p> <p>Advantages and disadvantages of positive and negative feedback.</p>	—	—	2	—
<p>4.2 <i>Printed Circuit Boards</i></p> <p>Description and use of printed circuit boards.</p>	—	1	2	—
<p>4.3 <i>Servomechanisms</i></p> <p>(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;</p> <p>(b) Understanding of the following terms: Open and closed loop, follow up, servomechanism, analogue, transducer, null, damping, feedback, deadband;</p> <p>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.</p>	—	1	—	—
	—	—	2	—



MODULE 5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS

MODULE 5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS	LEVEL				
	A	B1.1 B1.3	B1.2 B1.4	B2 B2L	B 3
<p>5.1 Electronic Instrument Systems Typical systems arrangements and cockpit layout of electronic instrument systems.</p>	1	2	2	3	1
<p>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.</p>	—	1	—	2	—
<p>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.</p>	—	1	—	2	—
<p>5.4 Data Buses Operation of data buses in aircraft systems, including knowledge of ARINC and other specifications. Aircraft Network/Ethernet.</p>	—	2	—	2	—
<p>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.</p>	—	2	—	2	—
<p>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.</p>	1	2	—	—	—
<p>5.7 Microprocessors Functions performed and overall operation of a microprocessor;</p>	—	—	—	2	—



Basic operation of each of the following microprocessor elements: control and processing unit, clock, register, arithmetic logic unit.					
5.8 Integrated Circuits Operation and use of encoders and decoders; Function of encoder types; Uses of medium, large and very large scale integration.	—	—	—	2	—
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	—	2	2	2	1



<p>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 TCAS-Traffic Alert Collision Avoidance System Integrated Modular Avionics Cabin Systems Information Systems.</p>					
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MODULE 6. MATERIALS AND HARDWARE

MODULE 6. MATERIALS AND HARDWARE	LEVEL			
	A	B1	B2	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				
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.	1	2	—	2
6.3.3 Fabric covering				
Characteristics, properties and types of fabrics used in aeroplanes; Inspection methods for fabric; Types of defects in fabric; Repair of fabric covering.	1	2	—	2
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 Screw nomenclature; Thread forms, dimensions and tolerances for standard threads used in aircraft; Measuring screw threads.	2	2	2	2
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;	2	2	2	2
(b) Standard unions for aircraft hydraulic, fuel, oil, pneumatic and air system pipes.				
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	1	2	2	2



cables;
Crimping;
Connector types, pins, plugs, sockets, insulators, current and voltage rating, coupling, identification codes.



MODULE 7A. MAINTENANCE PRACTICES

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
<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	3	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	3	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	3	3
<p>7.4 Avionic General Test Equipment Operation, function and use of avionic general test equipment.</p>	—	2	3
<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>	1	2	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>	1	2	1

LEVEL



MODULE 7A. MAINTENANCE PRACTICES	A	B1	B2
<p>7.7 Electrical Wiring Interconnection System (EWIS) 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.</p>	1	3	3
<p>7.8 Riveting Riveted joints, rivet spacing and pitch; Tools used for riveting and dimpling; Inspection of riveted joints.</p>	1	2	—
<p>7.9 Pipes and Hoses Bending and belling/flaring aircraft pipes; Inspection and testing of aircraft pipes and hoses; Installation and clamping of pipes.</p>	1	2	—
<p>7.10 Springs Inspection and testing of springs.</p>	1	2	—
<p>7.11 Bearings Testing, cleaning and inspection of bearings; Lubrication requirements of bearings; Defects in bearings and their causes.</p>	1	2	—
<p>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.</p>	1	2	—
<p>7.13 Control Cables Swaging of end fittings; Inspection and testing of control cables; Bowden cables; aircraft flexible control systems.</p>	1	2	—
<p>7.14 Material handling</p>			
<p>7.14.1 Sheet Metal Marking out and calculation of bend allowance; Sheet metal working, including bending and forming; Inspection of sheet metal work.</p>	—	2	—
<p>7.14.2 Composite and non-metallic Bonding practices; Environmental conditions; Inspection methods.</p>	—	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	—
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 re-protection;	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

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</p> <p>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</p> <p>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</p> <p>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</p> <p>Operation, function and use of avionic general test equipment.</p>	1
<p>7.5 Engineering Drawings, Diagrams and Standards</p> <p>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</p> <p>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</p> <p>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 Bending and belling/flaring aircraft pipes; Inspection and testing of aircraft pipes and hoses; Installation and clamping of pipes.</p>	2
<p>7.10 Springs Inspection and testing of springs.</p>	2
<p>7.11 Bearings Testing, cleaning and inspection of bearings; Lubrication requirements of bearings; Defects in bearings and their causes.</p>	2
<p>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.</p>	2
<p>7.13 Control Cables Swaging of end fittings; Inspection and testing of control cables; Bowden cables; aircraft flexible control systems.</p>	2
<p>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.</p>	2
<p>7.14.2 Composite and non-metallic Bonding practices; Environmental conditions; Inspection methods.</p>	2
<p>7.15 Welding, Brazing, Soldering and Bonding (a) Soldering methods; inspection of soldered joints;</p>	2
<p>(b) Welding and brazing methods; Inspection of welded and brazed joints;</p>	2
<p>Bonding methods and inspection of bonded joints.</p>	
<p>7.16 Aircraft Weight and Balance (a) Centre of Gravity/Balance limits calculation: use of relevant documents;</p>	2
<p>(b) Preparation of aircraft for weighing; Aircraft weighing.</p>	2



<p>7.17 Aircraft Handling and Storage 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.</p>	2
<p>7.18 Disassembly, Inspection, Repair and Assembly Techniques</p> <p>(a) Types of defects and visual inspection techniques; Corrosion removal, assessment and re-protection;</p> <p>(b) General repair methods, Structural Repair Manual; Ageing, fatigue and corrosion control programmes;</p> <p>(c) Non-destructive inspection techniques including, penetrant, radiographic, eddy current, ultrasonic and boroscope methods;</p> <p>(d) Disassembly and re-assembly techniques;</p> <p>(e) Trouble shooting techniques.</p>	3
	2
	2
	2
	2
<p>7.19 Abnormal Events</p> <p>(a) Inspections following lightning strikes and HIRF penetration.</p> <p>(b) Inspections following abnormal events such as heavy landings and flight through turbulence.</p>	2
	2
<p>7.20 Maintenance Procedures 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.</p>	2



MODULE 8. BASIC AERODYNAMICS

MODULE 8. BASIC AERODYNAMICS	LEVEL			
	A	B1	B2	B3
<p>8.1 Physics of the Atmosphere International Standard Atmosphere (ISA), application to aerodynamics.</p>	1	2	2	1
<p>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.</p>	1	2	2	1
<p>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.</p>	1	2	2	1
<p>8.4 Flight Stability and Dynamics Longitudinal, lateral and directional stability (active and passive).</p>	1	2	2	1



MODULE 9A. HUMAN FACTORS

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
<p><i>9.1 General</i></p> <p>The need to take human factors into account; Incidents attributable to human factors/human error; 'Murphy's' law.</p>	1	2	2
<p><i>9.2 Human Performance and Limitations</i></p> <p>Vision; Hearing; Information processing; Attention and perception; Memory; Claustrophobia and physical access.</p>	1	2	2
<p><i>9.3 Social Psychology</i></p> <p>Responsibility: individual and group; Motivation and de-motivation; Peer pressure; 'Culture' issues; Team working; Management, supervision and leadership.</p>	1	1	1
<p><i>9.4 Factors Affecting Performance</i></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	2	2
<p><i>9.5 Physical Environment</i></p> <p>Noise and fumes; Illumination; Climate and temperature; Motion and vibration; Working environment.</p>	1	1	1
<p><i>9.6 Tasks</i></p> <p>Physical work; Repetitive tasks; Visual inspection; Complex systems.</p>	1	1	1
<p><i>9.7 Communication</i></p> <p>Within and between teams; Work logging and recording; Keeping up to date, currency; Dissemination of information.</p>	2	2	2



<p>9.8 Human Error Error models and theories; Types of error in maintenance tasks; Implications of errors (i.e. accidents); Avoiding and managing errors.</p>	1	2	2
<p>9.9 Safety Management System (SMS) Safety Policy and Objectives; Safety Risk Management; Safety Assurance; Safety Promotion;</p>	2	2	2



MODULE 9B. HUMAN FACTORS

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 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 Vision; Hearing; Information processing; Attention and perception; Memory; Claustrophobia and physical access.</p>	2
<p>9.3 Social Psychology 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 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 Noise and fumes; Illumination; Climate and temperature; Motion and vibration; Working environment.</p>	1
<p>9.6 Tasks Physical work; Repetitive tasks; Visual inspection; Complex systems.</p>	1
<p>9.7 Communication Within and between teams; Work logging and recording; Keeping up to date, currency; Dissemination of information.</p>	2
<p>9.8 Human Error Error models and theories; Types of error in maintenance tasks; Implications of errors (i.e. accidents); Avoiding and managing errors.</p>	2
<p>9.9 Safety Management System (SMS) Safety Policy and Objectives;</p>	2



Safety Risk Management;
Safety Assurance;
Safety Promotion;



MODULE 10. AVIATION LEGISLATION

MODULE 10. AVIATION LEGISLATION	LEVEL			
	A	B1	B2	B3
10.1 Regulatory Framework Role of International Civil Aviation Organisation; Role of the General Civil Aviation Authority; Relationship between CAR 145, CAR 66, CAR 147 and CAR M; Relationship with other Aviation Authorities.	1	1	1	1
10.2 Certifying Staff – Maintenance Detailed understanding of CAR-66.	2	2	2	2
10.3 Approved Maintenance Organisations Detailed understanding of CAR-145 and CAR-M Subpart F.	2	2	2	2
10.4 Air operations General understanding of CAR AIR-OPS 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 CAR 21 and GCAA certification specifications.	—	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
10.6 Continuing airworthiness Detailed understanding of CAR 21 provisions related to continuing airworthiness. Detailed understanding of CAR-M.	2	2	2	2



10.7 Applicable GCAA and International Requirements for					
(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

MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
<p>11.1 Theory of Flight</p> <p>11.1.1. Aeroplane Aerodynamics and Flight Controls</p> <p>Operation and effect of:</p> <ul style="list-style-type: none"> – roll control: ailerons and spoilers, – pitch control: elevators, stabilators, variable incidence stabilisers and canards, – yaw control, rudder limiters; <p>Control using elevons, ruddervators;</p> <p>High lift devices, slots, slats, flaps, flaperons;</p> <p>Drag inducing devices, spoilers, lift dumpers, speed brakes; Effects of wing fences, saw tooth leading edges;</p> <p>Boundary layer control using, vortex generators, stall wedges or leading edge devices;</p> <p>Operation and effect of trim tabs, balance and antibalance (leading) tabs, servo tabs, spring tabs, mass balance, control surface bias, aerodynamic balance panels.</p>	1	2
<p>11.1.2. High Speed Flight</p> <p>Speed of sound, subsonic flight, transonic flight, supersonic flight; Mach number, critical Mach number, compressibility buffet, shock wave, aerodynamic heating, area rule;</p> <p>Factors affecting airflow in engine intakes of high speed aircraft; Effects of sweepback on critical Mach number.</p>	1	2
<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	2
	1	2



11.3 Airframe Structures — Aeroplanes

11.3.1 Fuselage (ATA 52/53/56)

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

1

2



MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
11.3.2 Wings (ATA 57) Construction; Fuel storage; Landing gear, pylon, control surface and high lift/drag attachments.	1	2
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



MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
<p>11.5.2 Avionic Systems Fundamentals of system lay-outs and operation of: – Auto Flight (ATA 22), – Communications (ATA 23), – Navigation Systems (ATA 34).</p>	1	1
<p>11.6 Electrical Power (ATA 24) 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.</p>	1	3
<p>11.7 Equipment and Furnishings (ATA 25) (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.</p>	2	2
	1	1
<p>11.8 Fire Protection (ATA 26) (a) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests; (b) Portable fire extinguisher.</p>	1	3
	1	2
<p>11.9 Flight Controls (ATA 27) 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.</p>	1	3



MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	A1	B1.1
<p>11.10 Fuel Systems (ATA 28)</p> <p>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.</p>	1	3
<p>11.11 Hydraulic Power (ATA 29)</p> <p>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.</p>	1	3
<p>11.12 Ice and Rain Protection (ATA 30)</p> <p>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.</p>	1	3
<p>11.13 Landing Gear (ATA 32)</p> <p>Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking; Tyres; Steering; Air-ground sensing.</p>	2	3
<p>11.14 Lights (ATA 33)</p> <p>External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.</p>	2	3
<p>11.15 Oxygen (ATA 35)</p> <p>System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.</p>	1	3



MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A1	B1.1
<p>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.</p>	1	3
<p>11.17 Water/Waste (ATA 38) Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing; Corrosion aspects.</p>	2	3
<p>11.18 On Board Maintenance Systems (ATA 45) Central maintenance computers; Data loading system; Electronic library system; Printing; Structure monitoring (damage tolerance monitoring).</p>	1	2
<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);</p>	1	2



MODULE 11A. TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	A1	B1.1
<ul style="list-style-type: none"> – Cabin Monitoring System (CMS); – Miscellaneous Cabin Systems (MCSs). CNS may host functions such as: <ul style="list-style-type: none"> – access to pre-departure/departure reports; – e-mail/intranet/internet access; passenger database. 	1	2
<p><i>11.21 Information Systems (ATA46)</i></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 11B. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

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
<i>11.1 Theory of Flight</i>		
<i>11.1.1. Aeroplane Aerodynamics and Flight Controls</i> 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.	1	2
<i>11.1.2. High Speed Flight — N/A</i>	—	—
<i>11.2 Airframe Structures — General Concepts</i>		
(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
<i>11.3 Airframe Structures — Aeroplanes</i>		
<i>11.3.1 Fuselage (ATA 52/53/56)</i> – Construction and pressurisation sealing; – Wing, tail-plane, pylon and undercarriage attachments; Seat	1	2



<p>installation; – Doors and emergency exits: construction and operation; – Windows and windscreen attachment.</p>		
<p>11.3.2 Wings (ATA 57) – Construction; Fuel storage; – Landing gear, pylon, control surface and high lift/drag attachments.</p>	1	2
<p>11.3.3 Stabilisers (ATA 55) – Construction; – Control surface attachment.</p>	1	2
<p>11.3.4 Flight Control Surfaces (ATA 55/57) – Construction and attachment; Balancing — mass and aerodynamic.</p>	1	2
<p>11.3.6 Nacelles/Pylons (ATA 54) – Nacelles/Pylons: – Construction, – Firewalls, – Engine mounts.</p>	1	2
<p>11.4 Air Conditioning and Cabin Pressurisation (ATA 21) – Pressurisation and air conditioning systems; – Cabin pressure controllers, protection and warning devices; – Heating systems.</p>	1	3
<p>11.5 Instruments/Avionic Systems</p>		
<p>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.</p>	1	2
<p>11.5.2 Avionic Systems Fundamentals of system lay-outs and operation of: – Auto Flight (ATA 22), – Communications (ATA 23), – Navigation Systems (ATA 34).</p>	1	1
<p>11.6 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation; Voltage regulation; Power distribution; Circuit protection; Inverters, transformers.</p>	1	3
<p>11.7 Equipment and Furnishings (ATA 25) (a) Emergency equipment requirements; Seats, harnesses and belts;</p>	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; Trim tabs; High lift devices; System operation: manual; Gust locks; Balancing and rigging; Stall warning system.		
11.10 Fuel Systems (ATA 28)	1	3
System lay-out; Fuel tanks; Supply systems; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.		
11.11 Hydraulic Power (ATA 29)	1	3
System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical; Filters; Pressure Control; Power distribution; Indication and warning systems.		
11.12 Ice and Rain Protection (ATA 30)	1	3
Ice formation, classification and detection; De-icing systems: electrical, hot air, pneumatic and chemical; Probe and drain heating; Wiper systems.		



<p>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.</p>	2	3
<p>11.14 Lights (ATA 33) External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.</p>	2	3
<p>11.15 Oxygen (ATA 35) System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.</p>	1	3
<p>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.</p>	1	3
<p>11.17 Water/Waste (ATA 38) Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing; Corrosion aspects.</p>	2	3



MODULE 11C. PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

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 (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; (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 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; Balancing — mass and aerodynamic.</p>	1
<p>11.3.5 Nacelles/Pylons (ATA 54) Nacelles/Pylons: — Construction, — Firewalls, — Engine mounts.</p>	1
<p>11.4 Air Conditioning (ATA 21) Heating and ventilation systems.</p>	1
<p>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.</p>	1
<p>11.5.2 Avionic Systems Fundamentals of system lay-outs and operation of: — Auto Flight (ATA 22), — Communications (ATA 23), — Navigation Systems (ATA 34).</p>	1
<p>11.6 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation; Voltage regulation; Power distribution; Circuit protection; Inverters, transformers.</p>	2
<p>11.7 Equipment and Furnishings (ATA 25) Emergency equipment requirements; Seats, harnesses and belts.</p>	2
<p>11.8 Fire Protection (ATA 26) Portable fire extinguisher.</p>	2



<p>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.</p>	<p>3</p>
<p>11.10 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.</p>	<p>2</p>
<p>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.</p>	<p>2</p>
<p>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.</p>	<p>1</p>
<p>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.</p>	<p>2</p>
<p>11.14 Lights (ATA 33) External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.</p>	<p>2</p>



<p><i>11.15 Oxygen (ATA 35)</i> System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.</p>	2
<p><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.</p>	2



MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS

MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A3 A4	B1.3 B1.4
<p>12.1 Theory of Flight — Rotary Wing Aerodynamics 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 <i>Systems</i> 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 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 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>	2	2
<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. 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.</p>	1	2
<p>12.6 Air Conditioning (ATA 21) 12.6.1 Air supply Sources of air supply including engine bleed and ground cart.</p>	1	2
<p>12.6.2 Air conditioning Air conditioning systems; Distribution systems; Flow and temperature control systems; Protection and warning devices.</p>	1	3



MODULE 12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL	
	A3 A4	B1.3 B1.4
<p>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.</p>	1	2
<p>12.7.2 Avionic Systems Fundamentals of system layouts and operation of: Auto Flight (ATA 22); Communications (ATA 23); Navigation Systems (ATA 34).</p>	1	1
<p>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.</p>	1	3
<p>12.9 Equipment and Furnishings (ATA 25) (a) Emergency equipment requirements; Seats, harnesses and belts; Lifting systems; (b) Emergency flotation systems; Cabin lay-out, cargo retention; Equipment lay-out; Cabin Furnishing Installation.</p>	2	2
<p>12.10 Fire Protection (ATA 26) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests.</p>	1	3
<p>12.11 Fuel Systems (ATA 28) System layout; Fuel tanks; Supply systems; Dumping, venting and draining; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.</p>	1	3



<p>12.12 Hydraulic Power (ATA 29) System layout; 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.</p>	1	3
<p>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.</p>	1	3
<p>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.</p>	2	3
<p>12.15 Lights (ATA 33) External: navigation, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.</p>	2	3
<p>12.16 Pneumatic/Vacuum (ATA 36) System layout; Sources: engine/APU, compressors, reservoirs, ground supply; Pressure and vacuum pumps; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.</p>	1	3



<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

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2
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	1
(a) Fundamentals of Structural Systems	
(b) Zonal and Station Identification Systems, Electrical bonding, 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



MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2
<p>13.4 <i>Communication/Navigation (ATA 23/34)</i></p> <p>(a) Fundamentals of radio wave propagation, antennas, transmission lines, communication, receiver and transmitter; Working principles of following systems: – 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.</p>	3
<p>(b) – 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).</p>	3
<p>(c) – 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.</p>	3
<p>13.5 <i>Electrical Power (ATA 24)</i> 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> Electronic emergency equipment requirements; Cabin entertainment equipment.</p>	3

	LEVEL
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MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	B2
<p>13.7 <i>Flight Controls (ATA 27)</i></p> <p>(a) Primary controls: aileron, elevator, rudder, spoiler; Trim control; Active load control; High lift devices; Lift dump, speed brakes; System operation: manual, hydraulic, pneumatic; Artificial feel, Yaw damper, Mach trim, rudder limiter, gust locks; Stall protection systems.</p> <p>(b) System operation: electrical, fly-by-wire.</p>	<p>2</p> <p>3</p>
<p>13.8 <i>Instruments (ATA 31)</i></p> <p>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.</p>	<p>3</p>
<p>13.9 <i>Lights (ATA 33)</i></p> <p>External: navigation, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.</p>	<p>3</p>



MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2
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; Air cycle and vapour cycle machines; Distribution systems; Flow, temperature and humidity control system.	2
	3
	1
	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; (b) Portable fire extinguisher.	3
	1
13.13 <i>Fuel Systems (ATA 28)</i> System layout; Fuel tanks; Supply systems; Dumping, venting and draining; Cross feed and transfer; Indications and warnings; Refuelling and defuelling; Longitudinal-balance fuel systems.	1
	1
	1
	1
	2
	3
	2
	3



MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL
	B2
13.14 Hydraulic Power (ATA 29) System layout; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electrical, mechanical, pneumatic; Emergency pressure generation; Filters; Pressure control; Power distribution; Indication and warning systems; Interface with other systems.	1
	1
	1
	3
	3
	1
	3
	1
	3
	3
13.15 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, chemical; Rain-repellent; Probe and drain-heating; Wiper systems.	2
	2
	3
	1
	3
	1
13.16 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warnings; Wheels, brakes, antiskid and automatic braking systems; Tyres; Steering; Air-ground sensing.	1
	3
	3
	3
	1
	3
	3
	3
13.17 Oxygen (ATA 35) System layout: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings.	3
	3
	3
	3
13.18 Pneumatic/Vacuum (ATA 36) System layout; Sources: engine/APU, compressors, reservoirs, ground supply; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	2
	2
	3
	1
	3
	3
13.19 Water/Waste (ATA 38) Water system layout, supply, distribution, servicing and draining; Toilet system layout, flushing and servicing.	2



<p>13.20 Integrated Modular Avionics (ATA 42)</p> <p>Core system; Network components. <i>Note: Functions that may be typically integrated into the IMA modules are among others:</i></p> <ul style="list-style-type: none"> – 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. 	3
<p>13.21 Cabin Systems (ATA 44)</p> <p>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.</p> <p>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:</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. 	3
<p>MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS</p>	<p>LEVEL B2</p>



13.22 Information Systems (ATA 46)

3

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.

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 systems.



MODULE 14. PROPULSION

MODULE 14. PROPULSION	LEVEL
	B2
<i>14.1 Turbine Engines</i>	
(a) Constructional arrangement and operation of turbojet, turbofan, turboshaft and turbopropeller engines;	1
(b) Electronic Engine control and fuel metering systems (FADEC).	2
<i>14.2 Engine Indicating Systems</i>	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.	
<i>14.3 Starting and Ignition Systems</i>	2
Operation of engine start systems and components; Ignition systems and components; Maintenance safety requirements.	



MODULE 15. GAS TURBINE ENGINE

MODULE 15. GAS TURBINE ENGINE	LEVEL	
	A	B1
<p>15.1 Fundamentals</p> <p>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</p> <p>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</p> <p>Compressor inlet ducts Effects of various inlet configurations; Ice protection.</p>	2	2
<p>15.4 Compressors</p> <p>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</p> <p>Constructional features and principles of operation.</p>	1	2
<p>15.6 Turbine Section</p> <p>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</p> <p>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</p> <p>Constructional features and principles of operation.</p>	—	2



15.9 <i>Lubricants and Fuels</i> Properties and specifications; Fuel additives; Safety precautions.	1	2
15.10 <i>Lubrication Systems</i> System operation/lay-out and components.	1	2
15.11 <i>Fuel Systems</i> Operation of engine control and fuel metering systems including electronic engine control (FADEC); Systems lay-out and components.	1	2
15.12 <i>Air Systems</i> Operation of engine air distribution and anti-ice control systems, including internal cooling, sealing and external air services.	1	2
15.13 <i>Starting and Ignition Systems</i> Operation of engine start systems and components; Ignition systems and components; Maintenance safety requirements.	1	2
15.14 <i>Engine Indication Systems</i> 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 <i>Power Augmentation Systems</i> Operation and applications; Water injection, water methanol; Afterburner systems.	—	1
15.16 <i>Turbo-prop Engines</i> Gas coupled/free turbine and gear coupled turbines; Reduction gears; Integrated engine and propeller controls; Overspeed safety devices.	1	2
15.17 <i>Turbo-shaft Engines</i> Arrangements, drive systems, reduction gearing, couplings, control systems.	1	2
15.18 <i>Auxiliary Power Units (APUs)</i> Purpose, operation, protective systems.	1	2
15.19 <i>Powerplant Installation</i> 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



<p>15.20 Fire Protection Systems Operation of detection and extinguishing systems.</p>	1	2
<p>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.</p>	1	3
<p>15.22 Engine Storage and Preservation Preservation and depreservation for the engine and accessories/systems.</p>	—	2



MODULE 16. PISTON ENGINE

MODULE 16. PISTON ENGINE	LEVEL		
	A	B1	B3
<p>16.1 Fundamentals 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 Power calculation and measurement; Factors affecting engine power; Mixtures/leaning, pre-ignition.</p>	1	2	2
<p>16.3 Engine Construction 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 Types, construction and principles of operation; Icing and heating.</p>	1	2	2
<p>16.4.2 Fuel injection systems Types, construction and principles of operation.</p>	1	2	2
<p>16.4.3 Electronic engine control 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 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 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 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 Properties and specifications; Fuel additives; Safety precautions.</p>	1	2	2
<p>16.9 Lubrication Systems System operation/lay-out and components.</p>	1	2	2
<p>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.</p>	1	2	2
<p>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.</p>	1	2	2
<p>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.</p>	1	3	2
<p>16.13 Engine Storage and Preservation Preservation and depreservation for the engine and accessories/systems.</p>	—	2	1



MODULE 17A. PROPELLER

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
<p><i>17.1 Fundamentals</i></p> <p>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.</p>	1	2
<p><i>17.2 Propeller Construction</i></p> <p>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.</p>	1	2
<p><i>17.3 Propeller Pitch Control</i></p> <p>Speed control and pitch change methods, mechanical and electrical/electronic; Feathering and reverse pitch; Overspeed protection.</p>	1	2
<p><i>17.4 Propeller Synchronising</i></p> <p>Synchronising and synchrophasing equipment.</p>	—	2
<p><i>17.5 Propeller Ice Protection</i></p> <p>Fluid and electrical de-icing equipment.</p>	1	2
<p><i>17.6 Propeller Maintenance</i></p> <p>Static and dynamic balancing; Blade tracking; Assessment of blade damage, erosion, corrosion, impact damage, delamination; Propeller treatment/repair schemes; Propeller engine running.</p>	1	3
<p><i>17.7 Propeller Storage and Preservation</i></p> <p>Propeller preservation and depreservation.</p>	1	2



MODULE 17B. PROPELLER

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 speed propeller; Propeller/spinner installation.	2
17.3 Propeller Pitch Control Speed control and pitch change methods, mechanical and electrical/electronic; Feathering and reverse pitch; Over speed 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

1. General

- 1.1. All basic examinations must 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. The use of calculators or other electronic devices will not be allowed during the examination. Questions must be rotated on a regular basis to maintain the integrity of the question bank.
- 1.2. Each multi-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.

If any of the modular examinations consists of 120 questions or more, the examinations may be split into two examinations or if conducted as part of the full training course may be carried out in phases provided a procedure is established in the MTOE and approved by the GCAA.
- 1.3. Each essay question requires the preparation of a hand written answer and the candidate must be allowed 20 minutes to answer each such question.
- 1.4. Suitable essay questions must be drafted and evaluated using the knowledge syllabus in Appendix I for 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 must 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. If one of the essay questions is failed in module 7, then both essay questions must be retaken. Both the essay paper and MCQ for the same module must be completed if either have been failed following three consecutive attempts (see 1.13) and both must be completed at the same examination location.
- 1.10. Penalty marking systems must 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 CAR 147 approved maintenance training organisation 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 66.25 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. (see 1.9).



1.14. If the candidate is attending a full B1,B2 or B3 CAR 147 approved training course, and has failed the examinations after three consecutive attempts, the candidate will be allowed one further attempt following training on the failed module in full. If applicable both the essay paper and MCQ for the same module must be completed if either have been failed. If this further attempt is failed, further sets of three attempts will only be allowed following a 1 year waiting period. Organisations adopting this policy must have this process approved in the MTOE.

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

Any false declaration made by the candidate will result in the cancellation of any examinations taken and may lead to enforcement action(s).

2. Number of questions per module

2.1. Module 1- Mathematics:

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

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

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

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

2.2. Module 2- Physics:

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

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

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

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

2.3. Module 3- Electrical Fundamentals:

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

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

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

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



2.4. Module 4- Electronic Fundamentals:

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

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

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

2.5. Module 5- Digital Techniques/Electronic Instrument Systems:

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

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

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

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

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

2.6. Module 6- Materials and Hardware:

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

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

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

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

2.7. Module 7A- Maintenance Practices:

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

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

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

Module 7B- Maintenance Practices:

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

2.8. Module 8- Basic Aerodynamics:

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

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

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

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



2.9. Subject Module 9A Human factors:

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

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

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

Module 9B Human factors:

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

2.10. Module 10- Aviation Legislation:

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

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

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

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

2.11. Module 11A- Turbine Aeroplane Aerodynamics, Structures and Systems:

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

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

Module 11B- Piston Aeroplane Aerodynamics, Structures and Systems:

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

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

Module 11C- Piston Aeroplane Aerodynamics, Structures and Systems:

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

2.12. Module 12-Helicopter Aerodynamics, Structures and Systems:

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

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

2.13. Module 13- Aircraft Aerodynamics, Structures and Systems:

Category B2; 180 multi-choice and 0 essay questions. Time allowed 225 minutes.

2.14. Module 14 Propulsion:

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

2.16. 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.

2.17. 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.

2.18. 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 EXPERIENCE

1. General

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

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

- (i) Shall be conducted by a maintenance training organisation appropriately approved in accordance with CAR 147 or, when conducted by other organisations, as directly approved by the GCAA. This includes courses conducted by the OEM.
- (ii) Shall comply with the standard described in paragraph 3.1 and 4 of this Appendix III, except as permitted by the differences training described below.
- (iii) In the case of a category C person qualified by holding an academic degree as specified in point 66.30(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. If the application exceeds the 3 year limit, the GCAA may consider an application if further training and examination is carried out, however the application will not be accepted if it exceeds 5 years.
- (v) Courses that are not CAR 147 approved must be directly approved by the GCAA as defined in par (a) (i) above. The application for the approval of these courses must be made not less than 30 days prior to the start of the course, and the course approval document must accompany the type rating application. Courses will only be approved if the training is not available from a GCAA approved MTO.

(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 CAR 147 or, when conducted by other organisations, as directly approved by the GCAA. This includes courses conducted by the OEM.
- (ii) Shall comply with the standard described in paragraph 3.2 and 4 of this Appendix III, except as permitted by the differences training described below.
- (iii) Shall include a representative cross section of maintenance activities relevant to the aircraft type.
- (iv) Shall include demonstrations using equipment, components, simulators, other training devices or aircraft.



- (v) Shall have been started and completed within the 3 years preceding the application for a type rating endorsement.
 - (vi) Courses that are not CAR 147 approved must be directly approved by the GCAA as defined in para (b) (i) above. The application for the approval of these courses must be made not less than 30 days prior to the start of the course, and the course approval document must accompany the type rating application. Courses will only be approved if the training is not available from a GCAA approved MTO.
- (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 GCAA.
 - (ii) Differences' training has to be defined on a case-to-case basis taking into account the requirements contained in this Appendix III in respect of both theoretical and practical elements of type rating training.
 - (iii) A type rating shall only be endorsed on a licence after differences training when the applicant also complies with one of the following conditions:
 - having already endorsed on the licence the aircraft type rating from which the differences are being identified or
 - having completed the type training requirements for the aircraft from which the differences are being identified.

2. Aircraft type training levels

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

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

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

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



- (d) define the general layout and characteristics of the powerplant;
 - (e) identify special tooling and test equipment used with the aircraft.
- **Level 2: Basic system overview of controls, indicators, principal components, including their location and purpose, servicing and minor troubleshooting. General knowledge of the theoretical and practical aspects of the subject.**

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

- (a) understand the theoretical fundamentals; apply knowledge in a practical manner using detailed procedures;
 - (b) recall the safety precautions to be observed when working on or near the aircraft, powerplant and systems;
 - (c) describe systems and aircraft handling particularly access, power availability and sources;
 - (d) identify the locations of the principal components;
 - (e) explain the normal functioning of each major system, including terminology and nomenclature;
 - (f) perform the procedures for servicing associated with the aircraft for the following systems: Fuel, Power Plants, Hydraulics, Landing Gear, Water/Waste, and Oxygen;
 - (g) demonstrate proficiency in use of crew reports and on-board reporting systems (minor troubleshooting) and determine aircraft airworthiness per the MEL/CDL;
 - (h) demonstrate the use, interpretation and application of appropriate documentation including instructions for continued airworthiness, maintenance manual, illustrated parts catalogue, etc.
- **Level 3: Detailed description, operation, component location, removal/installation and bite and troubleshooting procedures to maintenance manual level.**

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

- (a) demonstrate a theoretical knowledge of aircraft systems and structures and interrelationships with other systems, provide a detailed description of the subject using theoretical fundamentals and specific examples and to interpret results from various sources and measurements and apply corrective action where appropriate;
- (b) perform system, powerplant, component and functional checks as specified in the aircraft maintenance manual;
- (c) demonstrate the use, interpret and apply appropriate documentation including structural repair manual, troubleshooting manual, etc.;



- (d) correlate information for the purpose of making decisions in respect of fault diagnosis and rectification to maintenance manual level;
- (e) describe procedures for replacement of components unique to aircraft type.

3. Aircraft type training standard

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

3.1. Theoretical element

(a) Objective:

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

(b) Level of training:

Training levels are those levels defined in point 2 above.

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

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



(c) Duration:

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

Category	Hours
<i>Aeroplanes with a maximum take-off mass above 30 000kg;</i>	
B1.1	150
B1.2	120
B2	100
C	30
<i>Aeroplanes with a maximum take-off mass equal or less than 30 000kg and above 5 700kg</i>	
B1.1	120
B1.2	100
B2	100
C	25
<i>Aeroplanes with a maximum take-off mass of 5 700kg and below (*)</i>	
B1.1	80
B1.2	60
B2	60
C	15
<i>Helicopters (**)</i>	
B1.3	120
B1.4	100
B2	100
C	25
(*) For non pressurised piston engine aeroplanes below 2000kg MTOM the minimum duration can be reduced by 50%	
(**) For helicopters in group 2 the minimum duration can be reduced by 30%	

For the purpose of the table above, a tuition hour means 60 minutes of teaching and excludes 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 GCAA.

(d) Justification of course duration:

Training courses carried out in a maintenance training organisation approved in accordance with CAR 147 and courses directly approved by the GCAA shall justify their hour duration and the coverage of the full syllabus by a training needs analysis based on:

- the design of the aircraft type, its maintenance needs and the types of operation,
- detailed analysis of applicable chapters — see contents table in point 3.1(e) below,
- detailed competency analysis showing that the objectives as stated in point 3.1(a) above are fully met.

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



Similarly, tuition hours of differences courses or other training course combinations (such as combined B1/B2 courses), and in cases of theoretical type training courses below the figures given in point 3.1(c) above, these shall be justified to the GCAA 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
		B1	C	B1	C	B1	C	B1	C	
Introduction module:										
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
Helicopters										
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
64A Tail rotor — Monitoring and indicating		—	—	—	—	3	1	3	1	3



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
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
Airframe structures										
51 Standard practices and structures (damage classification, assessment and repair)		3	1	3	1	—	—	—	—	1
53 Fuselage		3	1	3	1	—	—	—	—	1
54 Nacelles/Pylons		3	1	3	1	—	—	—	—	1
55 Stabilisers		3	1	3	1	—	—	—	—	1
56 Windows		3	1	3	1	—	—	—	—	1
57 Wings		3	1	3	1	—	—	—	—	1
27A Flight Control Surfaces (All)		3	1	3	1	—	—	—	—	1
52 Doors		3	1	3	1	—	—	—	—	1
Zonal and Station Identification Systems.		1	1	1	1	1	1	1	1	1
Airframe systems:										
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
28A Fuel Systems — Monitoring and indicating		3	1	3	1	3	1	3	1	3



Chapters	Level	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics B2
		B1	C	B1	C	B1	C	B1	C	
Licence category		B1	C	B1	C	B1	C	B1	C	B2
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
Turbine Engine										
70 Standard Practices Engines,		3	1	—	—	3	1	—	—	1
70A constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems).		3	1	—	—	3	1	—	—	1
70B Engine Performance		3	1	—	—	3	1	—	—	1
71 Powerplant		3	1	—	—	3	1	—	—	1
72 Engine Turbine/Turbo Prop/Ducted Fan/Unducted fan		3	1	—	—	3	1	—	—	1
73 Engine Fuel and Control		3	1	—	—	3	1	—	—	1
75 Air		3	1	—	—	3	1	—	—	1



76 Engine controls	3	1	—	—	3	1	—	—	1
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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
78 Exhaust		3	1	—	—	3	1	—	—	1
79 Oil		3	1	—	—	3	1	—	—	1
80 Starting		3	1	—	—	3	1	—	—	1
82 Water Injections		3	1	—	—	3	1	—	—	1
83 Accessory Gear Boxes		3	1	—	—	3	1	—	—	1
84 Propulsion Augmentation		3	1	—	—	3	1	—	—	1
73A FADEC		3	1	—	—	3	1	—	—	3
74 Ignition		3	1	—	—	3	1	—	—	3
77 Engine Indicating Systems		3	1	—	—	3	1	—	—	3
49 Auxiliary Power Units (APUs)		3	1	—	—	—	—	—	—	2
Piston Engine										
70 Standard Practices Engines		—	—	3	1	—	—	3	1	1
70A Constructional arrangement and operation (Installation, Carburettors, Fuel injection systems, Induction, Exhaust and Cooling Systems, Supercharging/Turbocharging, Lubrication Systems).		—	—	3	1	—	—	3	1	1
70B Engine Performance		—	—	3	1	—	—	3	1	1
71 Powerplant		—	—	3	1	—	—	3	1	1
73 Engine Fuel and Control		—	—	3	1	—	—	3	1	1
76 Engine Control		—	—	3	1	—	—	3	1	1
79 Oil		—	—	3	1	—	—	3	1	1
80 Starting		—	—	3	1	—	—	3	1	1
81 Turbines		—	—	3	1	—	—	3	1	1
82 Water Injections		—	—	3	1	—	—	3	1	1
83 Accessory Gear Boxes		—	—	3	1	—	—	3	1	1
84 Propulsion Augmentation		—	—	3	1	—	—	3	1	1
73A FADEC		—	—	3	1	—	—	3	1	3
74 Ignition		—	—	3	1	—	—	3	1	3
77 Engine Indication Systems		—	—	3	1	—	—	3	1	3
Propellers										
60A Standard Practices — Propeller		3	1	3	1	—	—	—	—	1
61 Propellers/Propulsion		3	1	3	1	—	—	—	—	1
61A Propeller Construction		3	1	3	1	—	—	—	—	—
61B Propeller Pitch Control		3	1	3	1	—	—	—	—	—



61C Propeller Synchronising	3	1	3	1	—	—	—	—	1
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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
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 GCAA.

3.2 Practical element

- (a) Objective:

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

- (b) Content:

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

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

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

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



Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
Introduction module:											
5 Time limits/maintenance checks	X/X	—	—	—	—	—	—	—	—	—	—
6 Dimensions/Areas (MTOM, etc.)	X/X	—	—	—	—	—	—	—	—	—	—

7 Lifting and Shoring	X/X	—	—	—	—	—	—	—	—	—	—
8 Levelling and weighing	X/X	—	X	—	—	—	—	X	—	—	—
9 Towing and taxiing	X/X	—	X	—	—	—	—	X	—	—	—
10 Parking/mooring, Storing and Return to Service	X/X	—	X	—	—	—	—	X	—	—	—
11 Placards and Markings	X/X	—	—	—	—	—	—	—	—	—	—
12 Servicing	X/X	—	X	—	—	—	—	X	—	—	—
20 Standard practices only type particular	X/X	—	X	—	—	—	—	X	—	—	—

Helicopters:

18 Vibration and Noise Analysis (Blade tracking)	X/—	—	—	—	—	X	—	—	—	—	—
60 Standard Practices Rotor — only type specific	X/X	—	X	—	—	—	—	X	—	—	—
62 Rotors	X/—	—	X	X	—	X	—	—	—	—	—
62A Rotors — Monitoring and indicating	X/X	X	X	X	X	X	—	—	X	—	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 25 Emergency Flotation Equipment	X/X	X	X	X	X	X	X	X	—	—	—
Airframe structures:											
51 Standard Practices and Structures (damage classification, assessment and repair)	X/—	—	—	—	—	X	—	—	—	—	—
53 Fuselage	X/—	—	—	—	—	X	—	—	—	—	—
54 Nacelles/Pylons	X/—	—	—	—	—	—	—	—	—	—	—
55 Stabilisers	X/—	—	—	—	—	—	—	—	—	—	—
56 Windows	X/—	—	—	—	—	X	—	—	—	—	—
57 Wings	X/—	—	—	—	—	—	—	—	—	—	—
27A Flight Control Surfaces	X/—	—	—	—	—	X	—	—	—	—	—
52 Doors	X/X	X	X	—	—	—	—	X	—	—	—
Airframe systems:											
21 Air Conditioning	X/X	X	X	—	X	X	X	X	—	X	X
21A Air Supply	X/X	X	—	—	—	—	X	—	—	—	—
21B Pressurisation	X/X	X	—	—	X	X	X	—	—	X	X
21C Safety and warning Devices	X/X	—	X	—	—	—	—	X	—	—	—
22 Autoflight	X/X	—	—	—	X	—	X	X	X	X	X
23 Communications	X/X	—	X	—	X	—	X	X	X	X	X
24 Electrical Power	X/X	X	X	X	X	X	X	X	X	X	X
25 Equipment and Furnishings	X/X	X	X	X	—	—	X	X	X	—	—
25A Electronic Equipment including emergency equipment	X/X	X	X	X	—	—	X	X	X	—	—
26 Fire Protection	X/X	X	X	X	X	X	X	X	X	X	X
27 Flight Controls	X/X	X	X	X	X	X	X	—	—	—	—
27A Sys. Operation: Electrical/Fly-by-Wire	X/X	X	X	X	X	—	X	—	X	—	X
28 Fuel Systems	X/X	X	X	X	X	X	X	X	—	X	—
28A Fuel Systems — Monitoring and indicating	X/X	X	—	—	—	—	X	—	X	—	X
29 Hydraulic Power	X/X	X	X	X	X	X	X	X	—	X	—



29A Hydraulic Power — Monitoring and indicating	X/X	X	—	X	X	X	X	—	X	X	X
30 Ice and Rain Protection	X/X	X	X	—	X	X	X	X	—	X	X
31 Indicating/ Recording Systems	X/X	X	X	X	X	X	X	X	X	X	X
31A Instrument Systems	X/X	X	X	X	X	X	X	X	X	X	X
32 Landing Gear	X/X	X	X	X	X	X	X	X	X	X	—
32A Landing Gear — Monitoring and indicating	X/X	X	—	X	X	X	X	—	X	X	X
33 Lights	X/X	X	X	—	X	—	X	X	X	X	—
34 Navigation	X/X	—	X	—	X	—	X	X	X	X	X
35 Oxygen	X/—	X	X	X	—	—	X	X	—	—	—
36 Pneumatic	X/—	X	—	X	X	X	X	—	X	X	X
36A Pneumatic — Monitoring and indicating	X/X	X	X	X	X	X	X	X	X	X	X
37 Vacuum	X/—	X	—	X	X	X	—	—	—	—	—
38 Water/Waste	X/—	X	X	—	—	—	X	X	—	—	—
41 Water Ballast	X/—	—	—	—	—	—	—	—	—	—	—
42 Integrated modular avionics	X/X	—	—	—	—	—	X	X	X	X	X
44 Cabin Systems	X/X	—	—	—	—	—	X	X	X	X	X
45 On-Board Maintenance System (or covered in 31)	X/X	X	X	X	X	X	X	X	X	X	X
46 Information Systems	X/X	—	—	—	—	—	X	—	X	X	X
50 Cargo and Accessory Compartments	X/X	—	X	—	—	—	—	—	—	—	—

Turbine/Piston Engine Module:

70 Standard Practices — Engines — only type particular	—	—	X	—	—	—	—	X	—	—	—
--	---	---	---	---	---	---	---	---	---	---	---



70A Constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems)	X/X	—	—	—	—	—	—	—	—	—	—	—
Turbine engines:												
70B Engine Performance	—	—	—	—	—	—	X	—	—	—	—	—
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	X
74 Ignition	X/X	X	—	—	—	—	—	X	—	—	—	—
75 Air	X/—	—	—	X	—	X	—	—	—	—	—	—
76 Engine Controls	X/—	X	—	—	—	X	—	—	—	—	—	—
77 Engine Indicating	X/X	X	—	—	X	X	X	—	—	—	X	X
78 Exhaust	X/—	X	—	—	X	—	—	—	—	—	—	—
79 Oil	X/—	—	X	X	—	—	—	—	—	—	—	—
80 Starting	X/—	X	—	—	X	X	—	—	—	—	—	—
82 Water Injection	X/—	X	—	—	—	—	—	—	—	—	—	—
83 Accessory Gearboxes	X/—	—	X	—	—	—	—	—	—	—	—	—
84 Propulsion Augmentation	X/—	X	—	—	—	—	—	—	—	—	—	—
Auxiliary Power Units (APUs):												
49 Auxiliary Power Units (APUs)	X/—	X	X	—	—	X	—	—	—	—	—	—
Piston Engines:												
70 Standard Practices — Engines — only type particular	—	—	X	—	—	—	—	—	X	—	—	—
70A Constructional arrangement and operation (Installation Inlet, Compressors,	X/X	—	—	—	—	—	—	—	—	—	—	—



Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems)											
70B Engine Performance	—	—	—	—	—	X	—	—	—	—	—
71 Power Plant	X/—	X	X	—	—	—	—	X	—	—	—
73 Engine Fuel and Control	X/X	X	—	—	—	—	—	—	—	—	—
73A FADEC Systems	X/X	X	—	X	X	X	X	X	X	X	X
74 Ignition	X/X	X	—	—	—	—	X	—	—	—	—
76 Engine Controls	X/—	X	—	—	—	X	—	—	—	—	—
77 Engine Indicating	X/X	X	—	—	X	X	X	—	—	X	X
78 Exhaust	X/—	X	—	—	X	X	—	—	—	—	—
79 Oil	X/—	—	X	X	—	—	—	—	—	—	—
80 Starting	X/—	X	—	—	X	X	—	—	—	—	—
81 Turbines	X/—	X	X	X	—	X	—	—	—	—	—
82 Water Injection	X/—	X	—	—	—	—	—	—	—	—	—
83 Accessory Gearboxes	X/—	—	X	X	—	—	—	—	—	—	—
84 Propulsion Augmentation	X/—	X	—	—	—	—	—	—	—	—	—
Propellers:											
60A Standard Practices — Propeller	—	—	—	X	—	—	—	—	—	—	—
61 Propellers/ Propulsion	X/X	X	X	—	X	X	—	—	—	—	—
61A Propeller Construction	X/X	—	X	—	—	—	—	—	—	—	—
61B Propeller Pitch Control	X/—	X	—	X	X	X	—	—	—	—	—
61C Propeller Synchronising	X/—	X	—	—	—	X	—	—	—	X	—
61D Propeller Electronic control	X/X	X	X	X	X	X	X	X	X	X	X
61E Propeller Ice Protection	X/—	X	—	X	X	X	—	—	—	—	—
61F Propeller Maintenance	X/X	X	X	X	X	X	X	X	X	X	X



4. Type training examination and assessment standard

4.1 Theoretical element examination standard

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

- (a) Format of the examination is of the multiple-choice type. Each multiple-choice question must have 3 alternative answers of which only one must be the correct answer. The total time is based on the total number of questions and the time for answering is based upon a nominal average of 90 seconds per question.
- (b) The incorrect alternatives shall seem equally plausible to anyone ignorant of the subject. All the alternatives shall be clearly related to the question and of similar vocabulary, grammatical construction and length.
- (c) In numerical questions, the incorrect answers shall correspond to procedural errors such as the use of incorrect sense (+ versus -) or incorrect measurement units. They shall not be mere random numbers.
- (d) The level of examination for each chapter (*) shall be the one defined in point 2 "Aircraft type training levels". However, the use of a limited number of questions at a lower level is acceptable.
- (e) The examination shall be of the closed book type. No reference material is permitted. An exception will be made for the case of examining a B1 or B2 candidate's ability to interpret technical documents.
- (f) The number of questions shall be at least 1 question per hour of instruction. The number of questions for each chapter and level shall be proportionate to:
 - the effective training hours spent teaching at that chapter and level,
 - the learning objectives as given by the training needs analysis.

The GCAA will assess the number and the level of the questions when approving the course.

- (g) The minimum examination pass mark is 75 %. When the type training examination is split in several examinations, each examination shall be passed with at least a 75 % mark. In order to be possible to achieve exactly a 75 % pass mark, the number of questions in the examination shall be a multiple of 4.
- (h) Penalty marking (negative points for failed questions) is not to be used.
- (i) End of module phase examinations cannot be used as part of the final examination unless they contain the correct number and level of questions required.
- (*) For the purpose of this point 4, a "chapter" means each one of the rows preceded by a number in the table contained in point 3.1(e).

4.3 Practical element assessment standard



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

- (a) The assessment shall be performed by designated assessors appropriately qualified.
- (b) The assessment shall evaluate the knowledge and skills of the trainee.

5. Type examination standard

Type examination will be conducted by the GCAA, or an organisation specifically approved by the GCAA for this purpose.

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 multiple-choice questions.
- (c) Practical assessment shall determine a person's competence to perform a task.
- (d) Examinations shall be on a sample of chapters (***) drawn from paragraph 3 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, aircraft, 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 GCAA to which they apply for an examination, the number and dates of attempts during the last year and the maintenance training organisation or the GCAA where these attempts took place. The maintenance training organisation or the GCAA 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 Engineers Licence.
 3. Type examination shall be performed with at least one examiner present. The examiner(s) shall not have been involved in the applicant's training.
- (i) A written and signed report shall be made by the examiner(s) to explain why the candidate has passed or failed.

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

6. On-the-Job Experience

On the Job Experience (OJE) shall be approved by the GCAA.

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 OJE is to gain the required competence and experience in performing safe maintenance.
- (b) Content:
OJE shall cover a cross section of tasks acceptable to the GCAA. The OJE 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 OJE is mandatory and shall be performed by a designated assessor appropriately qualified.



The following data shall be addressed on the OJE 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 GCAA, demonstration of the OJE shall consist of

- (i) detailed worksheets/logbook and
- (ii) a compliance report demonstrating how the OJE meets the requirement of this CAR.

On-the-Job-Experience

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



- address the different parts of the aircraft which are representative of the structure, the systems/components installed and the cabin; and
- include training on the use of technical manuals, maintenance procedures and the interface with the operation of the aircraft.

Therefore, it should be based on the following elements:

- Type design including relevant type design variants, new technology and techniques;
- Feedback from in-service difficulties, occurrence reporting, etc.;
- Significant applicable airworthiness directives and service bulletins;
- Known human factor issues associated with the particular aircraft type;
- Use of common and specific documentation, (when applicable, such as MMEL, AMM, MPD, TSM, SRM, WD, AFM, tool handbook), philosophy of the troubleshooting, etc.;
- Knowledge of the maintenance on-board reporting systems and ETOPS maintenance conditions, when applicable;
- Use of special tooling and test equipment and specific maintenance practices 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 CAR 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.



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 CAR 66, has been determined based on:
 - generic categories of aircraft and minimum standard equipment fit;
 - the estimated average duration of standard courses.

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 CAR 66.

In the particular case of type training courses approved on the basis of the requirements valid before CAR 66 revision 01 was applicable (01 July 2013) 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 CAR 66, it is acceptable that the TNA only covers the differences introduced by CAR 66 revision 01 in paragraph 3.1(e) "Content" and the criteria introduced in paragraph 3.1(d) "Justification of course duration" related to the minimum attendance and the maximum number of training hours per day. This TNA may result in a change in the duration of the theoretical element.

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



- (e) Typical documents to be used to identify the areas and elements where there is a need for training typically include, among others, the Aircraft Maintenance Manual, MRB report, CMRs, airworthiness limitations, Troubleshooting Manual, Structural Repair Manual, Illustrated Parts Catalogue, Airworthiness Directives and Service Bulletins.
- (f) During the analysis of these documents:
- Consideration should be given to the following typical activities:
 - Activation/reactivation;
 - Removal/installation;
 - Testing;
 - Servicing;
 - Inspection, check and repairs;
 - Troubleshooting/diagnosis.
 - For the purpose of identifying the specific elements constituting the training course, it is acceptable to use a filtering method based on criteria such as:
 - Frequency of the task;
 - Human factor issues associated to the task;
 - Difficulty of the task;
 - Criticality and safety impact of the task;
 - In-service experience;
 - Novel or unusual design features (not covered by CAR 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 CAR 66);
 - Organise the training into modules in a logical sequence (adequate combination of chapters as defined in Appendix III of CAR 66);
 - Determine the sequence of learning (within a lesson and for the whole syllabus);
 - Identify the scope of information and level of detail with regard to the minimum standard to which the topics of the TNA should be taught according to the set-up objectives.



-
- Address the following:
- Description of each system/component including the structure (where applicable);
 - System/component operation taking into account:
 - (a) Complexity of the system (e.g. the need of further breakdown into subsystems, etc.);
 - (b) Design specifics which may require more detailed presentation or may contribute to maintenance errors;
 - (c) Normal and emergency functioning;
 - (d) Troubleshooting;
 - (e) Interpretation of indications and malfunctions;
 - (f) Use of maintenance publications;
 - (g) Identification of special tools and equipment required for servicing and maintaining the aircraft;
 - (h) Maintenance Practices;
 - (i) Routine inspections, functional or operational tests, rigging/adjustment, etc.
 - Describe the following: The instructional methods and equipment, teaching methods and blending of the teaching methods to ensure the effectiveness of the training;
 - The maintenance training documentation/material to be delivered to the student;
 - Facilitated discussions, questioning session, additional practice-oriented training, etc.;
 - The homework, if developed;
 - The training provider's resources available to the learner.
 - (h) It is acceptable to differentiate between issues which have to be led by an instructor and issues which may be delivered through interactive simulation training devices and/or covered by web-based elements. Overall time of the course will be allocated accordingly.
 - (i) The maximum number of training hours per day for the theoretical element of type training should not be more than 6 hours. A training hour means 60 minutes of tuition excluding any breaks, examination, revision, preparation and aircraft visit. In exceptional cases, the GCAA may allow deviation from this standard when it is properly justified that the proposed number of hours follows pedagogical and human factors principles. These principles are especially important in those cases where:
 - Theoretical and practical training are performed at the same time;
 - Training and normal maintenance duty/apprenticeship are performed at the same time.
 - (j) The minimum participation time for the trainee to meet the objectives of the course should not be less than 90 % of the tuition hours of the theoretical training course. Additional training may be provided by the training organisation in order to meet the minimum participation time. If the



minimum participation defined for the course is not met, a certificate of recognition should not be issued.

- (k) The TNA is a living process and should be reviewed/updated based on operation feedback, maintenance occurrences, Airworthiness Directives, major service bulletins impacting maintenance activities or requiring new competencies for mechanics, alert service bulletins, feedback from trainees or customer satisfaction, evolution of the maintenance documentation such as MRBs, MPDs, MMs, etc. The frequency at which the TNA should be reviewed/updated is left to the discretion of the organisation conducting the course.

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

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 CAR 66.
3. The duration of the practical training should ensure that the content of training required by paragraph 3.2 of Appendix III to CAR 66 is completed.

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

4. The organisation providing the practical element of the type training should provide trainees with a schedule or plan indicating the list of tasks to be performed under instruction or supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks may be countersigned by the designated assessor. The logbook format and its use should be clearly defined.
5. In paragraph 4.2 of Appendix III to CAR 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 CAR 66.
6. The practical element (for powerplant and avionics systems) of the Type Rating Training may be subcontracted by the approved CAR 147 organisation under its quality system according to the provisions of 147.145(d)3 and the corresponding Guidance Material.

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 CAR 66) for the purpose of type rating endorsement on the Aircraft Maintenance Engineers 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 66.20(b)3).



Section 5 of Appendix III: Aircraft Type Training and Examination Standard, On-the-Job-Experience

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.

On-the-job-Experience (OJE)

1. “A maintenance organisation appropriately approved for the maintenance of the particular aircraft type” means a CAR 145 or M.A. Subpart F approved maintenance organisation holding an A rating for such aircraft.
2. The OJE 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 OJE should not be allowed.
4. The OJE should cover at least 50 % of the tasks contained in Appendix II to AMC to CAR 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 OJE tasks should be selected because of their frequency, safety, novelty, etc.
5. Up to 50 % of the required OJE may be undertaken before the aircraft theoretical type training starts, provided this is carried out within 90 days before the theoretical training starts.
6. The organisation providing the On-the-job-Experience should provide trainees with a schedule or plan indicating the list of tasks to be performed under supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks is countersigned by the corresponding supervisor. The logbook format and its use should be clearly defined.
7. Regarding the day-to-day supervision of the OJE 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 OJE tasks is confirmed by the direct supervisor(s), without being necessary the direct evaluation of the assessor.
 - During the day-to-day OJE 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 OJE 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 OJE 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 CAR 66, is to conduct the final assessment of the completed OJE. This assessment should include confirmation of the completion of the required diversity and quantity of OJE and should be based on the supervisor(s) reports and feedback.
- In Section 6 of Appendix III to CAR 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 CAR 66.

9. The procedures for OJE should be included into the Exposition Manual of the approved maintenance organisation.

Aircraft Type Training and On-the-job-Experience

The theoretical and practical training providers, as well as the OJE 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.



APPENDIX IV : Experience Requirements for Extending a CAR 66 Aircraft Maintenance Engineers Licence

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

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

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

To:	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B3
From:	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B3
A1	-	6 Months	6 Months	6 Months	2 Years	6 Months	2 Years	1 Year	2 Years	6 Months
A2	6 Months	-	6 Months	6 Months	2 Years	6 Months	2 Years	1 Year	2 Years	6 Months
A3	6 Months	6 Months	-	6 Months	2 Years	1 Year	2 Years	6 Months	2 Years	1 Year
A4	6 Months	6 Months	6 Months	-	2 Years	1 Year	2 Years	6 Months	2 Years	1 Year
B1.1	None	6 Months	6 Months	6 Months	-	6 Months	6 Months	6 Months	1 Year	6 Months
B1.2	6 Months	None	6 Months	6 Months	2 Years	-	2 Years	6 Months	2 Years	None
B1.3	6 Months	6 Months	None	6 Months	6 Months	6 Months	-	6 Months	1 Year	6 Months
B1.4	6 Months	6 Months	6 Months	None	2 Years	6 Months	2 Years	-	2 Years	6 Months
B2	6 Months	6 Months	6 Months	6 Months	1 Year	1 Year	1 Year	1 Year	-	1 Year
B3	6 Months	None	6 Months	6 Months	2 Years	6 Months	2 Years	1 Year	2 Years	-



Appendix V : Aircraft Maintenance Licence

1. An example of the CAR 66 Aircraft Maintenance Engineers Licence can be found on the following pages (Appendix V).
2. The document must be printed in the standardised form shown but may be reduced in size to accommodate its computer generation if desired. When the size is reduced care should be exercised to ensure sufficient space is available in those places where official seals/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 the CAR 66 Aircraft Maintenance Engineers Licence.
3. The document shall be printed in the English.
4. Each licence holder must have a unique licence number based upon a UAE identifier and an alpha-numeric designator.
5. The document may have the pages in any order and need not have some or any divider lines as long as the information contained is positioned such that each page layout can clearly be identified with the format of the example CAR 66 Aircraft Maintenance Engineers Licence contained herein. The aircraft type rating page need not be issued until the first type endorsement is included.
6. The document may be prepared by the GCAA or by any CAR 145 approved maintenance organisation in accordance with a procedure approved by the GCAA and contained in the CAR 145 maintenance organisation exposition except that in all cases the GCAA will issue the document.
7. The preparation of any variation to an existing CAR-66 Aircraft Maintenance Engineers Licence may be carried out by the GCAA or by any CAR 145 approved maintenance organisation in accordance with a procedure approved by the GCAA and contained in the CAR-145 maintenance organisation exposition except that in all cases the GCAA will issue the document with the variation.
8. The CAR 66 Aircraft Maintenance Engineers Licence once issued is required to be kept by the person to whom it applies in good condition and who shall remain accountable for ensuring that no unauthorised entries are made.
9. Failure to comply with paragraph 8 may invalidate the document and could lead to the holder not being permitted to hold any CAR 145 certification authorisation and may result in prosecution under UAE law.
10. With regard to the aircraft type rating page the GCAA may choose not to issue this page until the first aircraft type rating needs to be endorsed and will need to issue more than one aircraft type rating page when there are a number to be listed.
11. Notwithstanding 10 each page issued will be in this format and contain the specified information for that page.
12. If there are no limitations applicable, the LIMITATIONS page will be issued stating 'No limitations'.
13. Where a pre-printed format is used, 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.



**UNITED ARAB EMIRATES
GENERAL CIVIL AVIATION AUTHORITY**

**CAR-66
AIRCRAFT MAINTENANCE ENGINEER
LICENCE**

UAE.AMEL.A

02-SEP-2014

Page 1 of 8

**I. UNITED ARAB EMIRATES
GENERAL CIVIL AVIATION AUTHORITY**

II. CAR 66 AIRCRAFT MAINTENANCE ENGINEER LICENCE

III. License No: UAE.AMEL.A

IV. Full Name:

IV(a). Date of Birth:

IV(b). Place of Birth:

V. Address of Holder:

VI. Nationality:

VII. Signature of Holder _____

VIII(a). This license is issued in accordance with the provisions of U.A.E Civil Aviation Regulations and with Annex I to the Convention on International Civil Aviation signed on 7 December 1944

IX. License valid until: 01-SEP-2022

X. Signature of issuing officer & issuing date, for Director General of General Civil Aviation Authority
02-SEP-2014

XI. Stamp of General Civil Aviation Authority: _____

UAE.AMEL.A

02-SEP-2014

Page 2 of 8

VIII (b). Conditions:

- 1) This license must be signed by the holder.
- 2) Endorsement of any (sub) categories on the page(s) entitled CAR 66 (SUB) CATEGORIES only, does not permit the holder to issue a certificate of release to service for an aircraft.
- 3) This license when endorsed with an aircraft type rating meets the intent of ICAO Annex 1.
- 4) The privileges of the holder of this license are prescribed by CAR 66 and the applicable requirements of CAR M and CAR 145.
- 5) This license remains valid until the date specified unless previously suspended or revoked.
- 6) The privileges of this license may not be exercised unless in the preceding two years period the holder has had either six months of maintenance experience in accordance with the privileges granted by the license, or met the provision for the issue of the appropriate privileges.

UAE.AMEL.A

02-SEP-2014

Page 3 of 8

XII (a). CAR- 66 (SUB) CATEGORIES

<u>Category</u>	<u>Date</u>
A - Aeroplanes Turbines	01 Jul 2011
B1 - Aeroplanes Turbines	01 Jul 2011
C - Aircraft	19 Aug 2014

(NO FURTHER ENTRIES ON THIS PAGE)

UAE.AMEL.A

02-SEP-2014

Page 4 of 8



XII (b). CAR 66 AIRCRAFT TYPE OR GROUP RATINGS

<u>A/C Type or Group</u>	<u>Cat</u>	<u>Date</u>
Airbus A318/A319/A320/A321 (CFM56)	B1.1	01 Jul 2011
Airbus A319/A320/A321 (IAE V2500)	B1.1	01 Jul 2011
Airbus A330 (RR RB 211 Trent 700)	B1.1	01 Jul 2011
Airbus A330 (PW 4000)	B1.1	01 Jul 2011
Airbus A340 (CFM56)	B1.1	01 Jul 2011
Airbus A340 (RR RB 211 Trent 500)	B1.1	01 Jul 2011
Boeing 767-200/300/400 (GE CF6)	B1.1	01 Jul 2011
Boeing 777-200/300 (GE 90)	B1.1	01 Jul 2011
Airbus A318/A319/A320/A321 (CFM56)	C	19 Aug 2014
Airbus A319/A320/A321 (IAE V2500)	C	19 Aug 2014
Airbus A330 (RR RB 211 Trent 700)	C	19 Aug 2014
Airbus A330 (PW 4000)	C	19 Aug 2014
Airbus A340 (CFM56)	C	19 Aug 2014
Airbus A340 (RR RB 211 Trent 500)	C	19 Aug 2014
Boeing 767-200/300/400 (GE CF6)	C	19 Aug 2014
Boeing 777-200/300 (GE 90)	C	19 Aug 2014

(NO FURTHER ENTRIES ON THIS PAGE)

UAE.AMEL.A 02-SEP-2014 Page 5 of 8

XIII. CAR 66 LIMITATION

<u>A/C Type or Group</u>	<u>Cat</u>	<u>Limitations</u>
Aeroplanes Turbines	B1	1,9
Airbus A318/A319/A320/A321 (CFM56)	B1.1	1,9
Airbus A319/A320/A321 (IAE V2500)	B1.1	1,9
Airbus A330 (PW 4000)	B1.1	1,9
Airbus A330 (RR RB 211 Trent 700)	B1.1	1,9
Airbus A340 (CFM56)	B1.1	1,9
Airbus A340 (RR RB 211 Trent 500)	B1.1	1,9
Boeing 767-200/300/400 (GE CF6)	B1.1	1,9
Boeing 777-200/300 (GE 90)	B1.1	1,9

(NO FURTHER ENTRIES ON THIS PAGE)

UAE.AMEL.A 02-SEP-2014 Page 6 of 8

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UAE.AMEL.A 02-SEP-2014 Page 7 of 8

- XIV(a).** AMEL is issued based on foreign licence:
XIV(b). Initial Issuing Date: 18-JUL-2004
XIV(c). Limitation Codes Description:

<u>Code</u>	<u>Description</u>
1	Excluding electrical power generation & distribution systems.
9	Excluding avionic LRUs

UAE.AMEL.A 02-SEP-2014 Page 8 of 8



Appendix VI : Basic knowledge requirements for category L aircraft maintenance licence

The definitions of the different levels of knowledge required in this Appendix are the same as those contained Appendix I to CAR 66.

Subcategories	Modules required for each subcategory (refer to the syllabus table below)
L: hot-air balloons	1L, 2L, 3L, 4L and 5L
L: gas balloons	1L, 2L, 3L, 7L and 5L
L: hot-air airships	1L, 2L, 3L, 4L, 5L, 6L, and 8L
L: gas airships	1L, 2L, 3L, 5L, 6L, 7L, and 8L

TABLE OF CONTENTS:

Module Designation	
1L	Basic knowledge
2L	Human factors
3L	Aviation legislation
4L	Balloon/Airship hot air
5L	Radio Com/ELT/Transponder/Instruments
6L	Power plant
7L	Balloon/Airship gas (free/tethered)
8L	Airships hot air/gas

MODULE 1L — BASIC KNOWLEDGE

MODULE 1L — BASIC KNOWLEDGE	Level
1L.1 Mathematics 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. Algebra – Evaluating simple algebraic expressions: addition, subtraction, multiplication and division; – Use of brackets; – Simple algebraic fractions. Geometry – Simple geometrical constructions; – Graphical representation: nature and uses of graphs.	1
1L.2 Physics Matter – Nature of matter: the chemical elements; – Chemical compounds; – States: solid, liquid and gaseous; – Changes between states. Mechanics – Forces, moments and couples, representation as vectors; – Centre of gravity; – Tension, compression, shear and torsion; – Nature and properties of solids, fluids and gases. Temperature – Thermometers and temperature scales: Celsius, Fahrenheit and Kelvin;	1



– Heat definition.	
1L.3 Electrics DC Circuits – 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
1L.4 Aerodynamics/aerostatics – International Standard Atmosphere (ISA), application to aerodynamics and aerostatics. Aerodynamics – 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. – Aerostatics – Effect on envelopes, wind effect, altitude and temperature effects.	1
1L.5 Workplace safety and environmental protection – 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 GCAA; – Applicable CAR Part IV Section E, CAR Part V Chapter 1 (Sections 2.2.2 & 8) and Chapter 5 – BMO and CAR 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 — BALLOON/AIRSHIP HOT AIR

MODULE 4L — BALLOON/AIRSHIP HOT AIR	Level
4L.1 Basic principles and assembly of hot-air balloons/airships – 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
4L.2 Practical training Operating controls, maintenance and servicing jobs (according to flight manual).	3



MODULE 4L — BALLOON/AIRSHIP HOT AIR	Level
<p>4L.3 Envelope</p> <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; – Flying wires; – Fittings, karabiners. 	3
<p>4L.4 Burner and fuel system</p> <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
<p>4L.5 Basket and basket suspension (incl. alternative devices)</p> <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
<p>4L.6 Equipment</p> <ul style="list-style-type: none"> – Fire extinguisher, fire blanket; – Instruments (single or combined). 	3
<p>4L.7 Minor repairs</p> <ul style="list-style-type: none"> – Stitching; – Bonding; – Basket hide/trim repairs. 	3
<p>4L.8 Procedures for physical inspection</p> <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



MODULE 5L — RADIO COM/ELT/TRANSPONDER/INSTRUMENTS

MODULE 5L — RADIO COM/ELT/TRANSPONDER/INSTRUMENTS	Level
5L.1 Radio Com/ELT – Channel spacing; – Basic functional test; – Batteries; – Testing and maintenance requirements.	2
5L.2 Transponder – Basic operation; – Typical portable configuration including antenna; – Explanation of Modes A, C, S; – Testing and maintenance requirements.	2
5L.3 Instruments – Handheld altimeter/variometers; – Batteries; – Basic functional test.	2

MODULE 6L — POWER PLANT

MODULE 6L — POWER PLANT	Level
6L.1 Noise limits – Explanation of the concept of 'noise level'; – Noise certificate; – Enhanced sound proofing; – Possible reduction of sound emissions.	1
6L.2 Piston engines – 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
6L.3 Propeller – 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
6L.4 Engine control devices – Mechanical control devices; – Electrical control devices; – Tank displays; – Functions, characteristics, typical errors and error indications.	2



MODULE 6L — POWER PLANT	Level
<p>6L.5 Hosepipes</p> <ul style="list-style-type: none"> — Material and machining of fuel and oil hoses; — Control of life limit. 	2
<p>6L.6 Accessories</p> <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
<p>6L.7 Ignition system</p> <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
<p>6L.8 Induction and exhaust systems</p> <ul style="list-style-type: none"> — Operation and assembly; — Silencers and heater installations; — Nacelles and cowlings; — Inspection and test; — CO emission test. 	2
<p>6L.9 Fuels and lubricants</p> <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
<p>6L.10 Documentation</p> <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
<p>6L.11 Illustrative material</p> <ul style="list-style-type: none"> — Cylinder unit with valve; — Carburetor; — High-tension magneto; — Differential-compression tester for cylinders; — Overheated/damaged pistons; — Spark plugs of engines that were operated differently. 	2



MODULE 6L — POWER PLANT	Level
<p>6L.12 Practical experience</p> <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; — Cylinder compression test; — Static test and evaluation of the engine run; — Documentation of maintenance work including replacement of components. 	2
<p>6L.13 Gas exchange in internal-combustion engines</p> <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
<p>6L.14 Ignition, combustion and carburation</p> <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



MODULE 6L — POWER PLANT	Level
6L.15 Flight instruments in aircraft with injection engines – Special flight instruments (injection engine); – Interpretation of indications in a static test; – Interpretation of indications in flight at various flight levels.	2
6L.16 Maintenance of aircraft with injection engines – 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
6L.17 Workplace safety and safety provisions Work safety and safety provisions for work on injection systems.	2
6L.18 Visual aids: – Carburettor; – Components of injection system; – Aircraft with injection engine; – Tool for work on injection systems.	2
6L.19 Electrical propulsion – Energy system, accumulators, installation; – Electrical motor; – Heat, noise and vibration checks; – 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.	2
6L.20 Jet propulsion – 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
6L.21 Full authority digital engine control (FADEC)	2



MODULES 7L — BALLOON/AIRSHIP GAS (FREE/TETHERED)

MODULES 7L — BALLOON/AIRSHIP GAS (FREE/TETHERED)	Level
<p>7L.1 Basic principles and assembly of gas balloons/airships</p> <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; — Launch. 	3
<p>7L.2 Practical training</p> <ul style="list-style-type: none"> — Operating controls; — Maintenance and servicing jobs (according to AMM and AFM); — Safety rules when using hydrogen as lifting gas. 	3
<p>7L.3 Envelope</p> <ul style="list-style-type: none"> — 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
<p>7L.4 Valve</p> <ul style="list-style-type: none"> — Springs; — Gaskets; — Screwed joints; — Control lines; — Electrostatic discharge paths. 	3
<p>7L.5 Netting or rigging (without net)</p> <ul style="list-style-type: none"> — Kinds of net and other lines; — Mesh sizes and angles; — Net ring; — Knotting methods; — Electrostatic discharge paths. 	3
<p>7L.6 Load ring</p>	3

MODULES 7L — BALLOON/AIRSHIP GAS (FREE/TETHERED)	Level
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7L.7 Basket (incl. alternative devices) – Kinds of baskets (incl. alternative devices); – Strops and toggles; – Ballast system (bags and supports); – Electrostatic discharge paths.	3
7L.8 Ripping cord and valve cords	3
7L.9 Mooring line and drag rope	3
7L.10 Minor repairs – Bonding; – Splicing hemp ropes.	3
7L.11 Equipment Instruments (single or combined).	3
7L.12 Tether cable (tethered gas balloons (TGB) only) – Kinds of cables; – Acceptable damage of cable; – Cable swivel; – Cable clamps.	3
7L.13 Winch (tethered gas balloons only) – Kinds of winches; – Mechanical system; – Electrical system; – Emergency system; – Grounding/ballasting of winch.	3
7L.14 Procedures for physical inspection – 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 8L — AIRSHIPS HOT AIR/GAS

MODULES 8L — AIRSHIPS HOT AIR/GAS	Level
8L.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
8L.2 Practical training – Operating controls; – Maintenance and servicing jobs (according to AMM and AFM).	3

MODULES 8L — AIRSHIPS HOT AIR/GAS	Level
8L.3 Envelope – Fabrics; – Ripping panel and cords; – Valves; – Catenary system.	3
8L.4 Gondola (incl. alternative devices) – Kinds of gondolas (incl. alternative devices); – Airframe types and materials; – Identification of damage.	3
8L.5 Electrical system – Basics about on-board electrical circuits; – Electrical sources (accumulators, fixation, ventilation, corrosion); – Lead, nickel-cadmium (NiCad) or other accumulators, dry batteries; – Generators; – Wiring, electrical connections; – Fuses; – External power source; – Energy balance.	3
8L.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
8L.7 Equipment – Fire extinguisher, fire blanket;	3



Appendix VII : Basic examination standard for category L aircraft maintenance licence

- (a) The standardisation basis for examinations related to Appendix VI basic knowledge requirements shall be as follows:
- (i) all examinations must be carried out using the multiple-choice question format as specified in para (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 'Balloon/Airship hot air': 36 questions. Time allowed: 45 minutes;
 - (v) module 5L 'Radio Com/ELT/transponder/instruments': 16 questions. Time allowed 20 minutes.
 - (vi) module 6L 'Power plant': 48 questions. Time allowed: 60 minutes;
 - (vii) module 7L 'Balloon/Airship gas (free/tethered)': 40 questions. Time allowed: 50 minutes;
 - (viii) module 8L 'Airships hot air/gas': 36 questions. Time allowed: 45 minutes;



APPENDICES TO AMCs TO CAR 66

APPENDIX I to AMC to CAR 66 : AIRCRAFT TYPE RATINGS FOR CAR 66 AIRCRAFT MAINTENANCE ENGINEERS LICENCE

The following aircraft type ratings are used to ensure a common standard.

The inclusion of an aircraft type in the list does not indicate that the aircraft type has been already granted a type certificate.

Notes on when the licence should be modified;

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

Notes on aircraft modified by STC;

When an aircraft has been modified by an STC for installation of a different-engine, the CAR 66 type rating of this aircraft may change i.e. from Group 2 to Group 1. This is not reflected in this document. In case the applicant for a licence faces such a case, he/she or his/her company can inform the GCAA and a new type rating will be defined.

In the following tables:

- The column “TC Holder” includes the TC holder as defined in the TCDS (GCAA, EASA, FAA or other) or the Specific Airworthiness Specifications (SAS).
- 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 an ‘orphan aircraft’. An aircraft becomes orphan when the legal person, organisation or entity holding the Type Certificate (TC) ceases to exist; or The TC holder no longer complies with his regulatory obligations; or The TC holder surrenders the TC.
- In Group 3, a third column has been added which is called ‘Type of structure’ which intends to assist the GCAA Licensing Department in identifying the experience required for this type with a view of removing existing limitations on the licence.
- 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 experience ‘metal tube covered with fabric’ and ‘wooden structure’ are required.
- Only the designations of ratings included in the column “CAR 66 Type rating endorsement” will be used for endorsing individual type ratings on a CAR 66 licences.
- In Group 3, a fourth column has been added titled ‘MTOM’ which intends to assist the GCAA Licensing Department in identifying the aeroplane types where the Maximum Take-off Mass (MTOM) is:
 - Above 2T and is subject to a B1.2 licence, or
 - 2T and below and is subject to a B1.2 or B3 licence.

Notes on TR endorsement covering several models/variant:



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

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

Further explanation can be found in AMC 66.20(b)3 and AMC 145.35(a).



GROUP 1 AEROPLANES

TC Holder	Model	Com. des.	CAR 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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
AIRBUS	A310-324		Airbus A310 (PW 4000)	
AIRBUS	A310-325		Airbus A310 (PW 4000)	
AIRBUS	A310-221		Airbus A310 (PW JT9D)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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	A320-273N	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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
Aircraft Industries, a.s.	L410 UVP-E20	Turbolet	Let L-410 (GE H80)	
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)	
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	ATR 42-400		ATR 42-400/500/72-212A (PWC	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
Régional			PW120)	
ATR-GIE Avions de Transport Régional	ATR 42-500	42-500 42-600	ATR 42-400/500/72-212A (PWC PW120)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
Ltd				
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	BBJ
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 737-7/8/9/10 (CFM LEAP-1B)	TC not yet released
BOEING COMPANY (THE)	737-8	B737 MAX	Boeing 737-7/8/9/10 (CFM LEAP-1B)	
BOEING COMPANY (THE)	737-8200	B737 MAX	Boeing 737-7/8/9/10 (CFM LEAP-1B)	TC not yet released
BOEING COMPANY (THE)	737-9	B737 MAX	Boeing 737-7/8/9/10 (CFM LEAP-1B)	
BOEING COMPANY (THE)	737-10	B737 MAX	Boeing 737-7/8/9/10 (CFM LEAP-1B)	TC not yet released
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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	777-300	B777	Boeing 777-200/300 (RR Trent 800)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
COMPANY (THE)				
BOEING COMPANY (THE)	777-8	B777X	Boeing 777-8/9 (GE-9X)	
BOEING COMPANY (THE)	777-9	B777X	Boeing 777-8/9 (GE-9X)	
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)	
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	Bombardier CL-600-2B16 (604 Variant) (GE CF34)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
		<= 5990) Challenger 650 (MSN ≥ 6050)		
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)	
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-		Canadair CL-415 (PWC PW123)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
	415 Variant)			
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
FOKKER SERVICES	F27 Mark 200	Friendship	Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	



TC Holder	Model	Com. des.	CAR 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	GVIII-2	G700 G800	Gulfstream GVIII-2 (RR BR700)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8-62	DC-8-60	DC-8 (PW JT3D)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	



TC Holder	Model	Com. des.	CAR 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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-81 (MD-81)	MD-81	MD-80 Series (PW JT8D)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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 GmbH (DORNIER)	Dornier 228-212		Dornier 228 (Honeywell TPE331)	
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	1900C	Airliner	Beech 1900 (PWC PT6)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
AVIATION Inc.				
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
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)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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 AIRCRAFT Corporation	695B	Twin Commander	Twin Commander 680/681/690/695 Series (Honeywell TPE331)	
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)	DHC-6 Series 110	Twin Otter	De Havilland DHC-6 (PWC PT6)	



TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
(De Havilland)				
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)	
VULCANAIR	AP68TP-300 'Spartacus'	Spartacus	Vulcanair AP68TP Series (RR Corp 250)	
VULCANAIR	AP68TP-600 'Viator'	Viator	Vulcanair AP68TP Series (RR Corp 250)	
VULCANAIR	SF600		Vulcanair SF600 (RR Corp 250)	
VULCANAIR	SF600A		Vulcanair SF600 (RR Corp 250)	

STCs in GROUP 1 AEROPLANES

GROUP 1 AEROPLANES (STC)				
STC holder	Model	Com. des.	CAR 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

GROUP 1 HELICOPTERS				
TC Holder	Model	Com. des.	CAR 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)	



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)	



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)	



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)	



AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB- BK117 D- 2m MBB- BK117 D-3/D-3m	H145 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)
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)
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

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

GROUP 1 GAS AIRSHIPS

GROUP 1 GAS AIRSHIPS (Other than Cat L)				
TC Holder	Model	Com. des.	CAR 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)

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	CAR 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)	

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)				
TC holder	Model	Com. des.	CAR 66 type rating endorsement	Note
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)	
PACIFIC AEROSPACE Corporation	750XL		PAC 750XL (PWC PT6)	
PILATUS AIRCRAFT	PC-6/B1-H2		Pilatus PC-6 (PWC PT6)	
PILATUS AIRCRAFT	PC-6/B2-H2		Pilatus PC-6 (PWC PT6)	
PILATUS AIRCRAFT	PC-6/B2-H4		Pilatus PC-6 (PWC PT6)	
PILATUS AIRCRAFT	PC-6/B-H2		Pilatus PC-6 (PWC PT6)	
PILATUS AIRCRAFT	PC-6/C1-H2		Pilatus PC-6 Series (Honeywell TPE 331)	
PILATUS AIRCRAFT	PC-6/C-H2		Pilatus PC-6 Series (Honeywell TPE 331)	
PILATUS AIRCRAFT	PC-6/A		Pilatus PC-6 Series (Turbomeca Astazou)	
PILATUS AIRCRAFT	PC-6/A1-H2		Pilatus PC-6 Series (Turbomeca Astazou)	
PILATUS AIRCRAFT	PC-6/A2-H2		Pilatus PC-6 Series (Turbomeca Astazou)	
PILATUS AIRCRAFT	PC-6/A-H1		Pilatus PC-6 Series (Turbomeca Astazou)	
PILATUS AIRCRAFT	PC-6/A-H2		Pilatus PC-6 Series (Turbomeca Astazou)	
Quest Aircraft Design LLC	Kodiak 100		Quest Kodiak 100 (PWC PT6)	
SST FLUGTECHNIK GmbH	EA 400-500	EXTRA 500	Extra EA-400-500 (RR Corp 250)	
TEXTRON AVIATION Inc.	208	Caravan I	Cessna 208 Series (PWC PT6)	
TEXTRON AVIATION Inc.	208B	Caravan II	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

STCs in SUBGROUP 2a AEROPLANES				
STC holder	Model	Com. des.	CAR 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)	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)	STC Nos 10015707, 10016000.
JETPROP, LLC. (STC)	PA-46-310P		Piper PA-46 Pressurised (PWC PT6)	STC Nos 10015707, 10016000.
SOLOY, LLC (STC)	206H		Cessna 206 (RR Corp 250)	STC No 10027209
SOLOY, LLC (STC)	T206H		Cessna 206 (RR Corp 250)	STC No 10027209
SOLOY, LLC (STC)	TU206G		Cessna 206 (RR Corp 250)	STC No 10027209
SOLOY, LLC (STC)	U206G		Cessna 206 (RR Corp 250)	STC No 10027209
SOLOY, LLC (STC)	207		Cessna 207 (RR Corp 250)	
SOLOY, LLC (STC)	207A		Cessna 207 (RR Corp 250)	
SOLOY, LLC (STC)	T207		Cessna 207 (RR Corp 250)	
SOLOY, LLC (STC)	T207A		Cessna 207 (RR Corp 250)	
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)	STC LBA ref.: SA 1034. FAA STC SA3523NM.
Tradewind Turbines/Soloy (STC)	Beech A36TC		Beech 36 Series (RR Corp 250)	STC LBA ref.: SA 1034. FAA STC



				SA3523NM.
Turbine Conversions, LTD (STC)	206		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	206H		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	P206		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	P206A		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	P206B		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	P206C		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	P206D		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	P206E		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	T206H		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TP206A		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TP206B		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TP206C		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TP206D		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TP206E		Cessna 206 (PWC PT6)	STC No 10061949



STCs in SUBGROUP 2a AEROPLANES				
STC holder	Model	Com. des.	CAR 66 type rating endorsement	Note
Turbine Conversions, LTD (STC)	TU206A		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TU206B		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TU206C		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TU206D		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TU206E		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TU206F		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	TU206G		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206A		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206B		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206C		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206D		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206E		Cessna 206 (PWC PT6)	STC No 10061949
Turbine Conversions, LTD (STC)	U206F		Cessna 206 (PWC PT6)	STC No 10061949



Turbine Conversions, LTD (STC)	U206G		Cessna 206 (PWC PT6)	STC No 10061949
WEST PACIFIC AIR, LLC (STC)	B36TC		Beech 36TC (PWC PT6)	STC No 10030059

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

SUBGROUP 2b: SINGLE TURBINE-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Com. des.	CAR 66 type rating endorsement	Note
AIRBUS HELICOPTERS	AS 350 D		Eurocopter AS 350 (Lycoming LTS101)	
AIRBUS HELICOPTERS	AS 350 B	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 B1	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 B2	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 BA	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 BB	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 1)	
AIRBUS HELICOPTERS	AS 350 B3	Écureuil	Eurocopter AS 350 (Turbomeca Arriel 2)	
AIRBUS HELICOPTERS	EC 120 B	Colibri	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	Alouette III Lama	Eurocopter SA 315B (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SA 316 B	Alouette III	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SA 316 C	Alouette III	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SE 3160	Alouette III	Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)	
AIRBUS HELICOPTERS	SA 318 B	Alouette-Astazou	Eurocopter SA 318 (Turbomeca Astazou)	
AIRBUS HELICOPTERS	SA 318 C	Alouette-Astazou	Eurocopter SA 318 (Turbomeca Astazou)	
AIRBUS HELICOPTERS	SA 3180	Alouette-Astazou	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)	
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	369D		MD Helicopters 369 Series	



INC. (MDHI)			/ 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	HU60	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)	
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)

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (other than those in Group 1)				
TC Holder	Model	Comm. Des.	CAR 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	<i>Model 300C</i>	Schweizer 269/300 (Lycoming)	
Schweizer RSG LLC	269B	<i>Model 300C</i>	Schweizer 269/300 (Lycoming)	
Schweizer RSG LLC	269C	<i>Model 300C</i>	Schweizer 269/300 (Lycoming)	
Schweizer RSG LLC	269C-1	<i>Model 300C</i>	Schweizer 269/300 (Lycoming)	
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)

GROUP 3: PISTON-ENGINE AEROPLANES (other than those in Group 1)						
TC Holder	Model	Type of structure	CAR 66 type rating endorsement	Note	MTOM	
					≤2 T	>2T
AD Holdings, Inc	T-211	<i>Metal</i>	Thorp T-211 (Continental)		X	
AD Holdings, Inc	T-211	<i>Metal</i>	Thorp T-211 (Jabiru)		X	
AERO Sp.z.o.o	AT-3 R100	<i>Metal</i>	Aero AT-3 (Rotax)		X	
AEROCUBUL ROMANIEI	IAR-46	<i>Metal</i>	IAR-46 (Rotax)		X	
AEROCUBUL ROMANIEI	IAR-46S	<i>Metal</i>	IAR-46 (Rotax)		X	
Aerospool, spol. s r. o.	Club	<i>Composite</i>	Aerospool Club (Rotax)		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	Wood	Bölkow BO 207 (Lycoming)		X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow 207T	Wood	Bölkow BO 207 (Lycoming)		X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 208 C Junior	Metal	Bölkow BO 208 (Continental)		X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow Junior	Metal	Bölkow BO 208 (Continental)		X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 209 S	Metal	Bölkow BO 209 (Continental)		X	
AIRBUS DEFENCE AND SPACE GmbH	Bölkow BO 209 Monsun	Metal	Bölkow BO 209 (Lycoming)		X	
AIRBUS DEFENCE AND SPACE GmbH	223 A1	Metal	SIAT 223 (Lycoming)		X	
AIRBUS DEFENCE AND SPACE GmbH	223 K1	Metal	SIAT 223 (Lycoming)		X	
AIRBUS DEFENCE AND SPACE GmbH	223 V	Metal	SIAT 223 (Lycoming)		X	
AIRCRAFT Design and Certification	D4 Fascination	Composite	(WD) D4 Fascination (Rotax)		X	
AIRCRAFT INDUSTRIES	L-200 A	Metal	Let L 200 (LOM)		X	
AIRCRAFT INDUSTRIES	L-200 D	Metal	Let L 200 (LOM)		X	
AIRCRAFT INDUSTRIES	Z-37-2	Metal tubing Fabric	Let Z-37 Series (LOM)		X	
AIRCRAFT INDUSTRIES	Z-37A	Metal tubing Fabric	Let Z-37 Series (LOM)		X	
AIRCRAFT INDUSTRIES	Z-37A-2	Metal tubing Fabric	Let Z-37 Series (LOM)		X	
ALEXANDRIA Aircraft LLC	17-30	Wood + Metal tubing Fabric	Bellanca 17-30 (Continental)		X	



ALEXANDRIA Aircraft LLC	17-30A	Wood + Metal tubing Fabric	Bellanca 17-30 (Continental)		X	
ALEXANDRIA Aircraft LLC	17-31	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)		X	
ALEXANDRIA Aircraft LLC	17-31A	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)		X	
ALEXANDRIA Aircraft LLC	17-31ATC	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)		X	
ALEXANDRIA Aircraft LLC	17-31TC	Wood + Metal tubing Fabric	Bellanca 17-31 Series (Lycoming)		X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (Continental)		X	
ALLIED AG CAT Productions	G-164B	Metal	Grumman G-164 (Continental)		X	
ALLIED AG CAT Productions	G-164B with 73' wing gap	Metal	Grumman G-164 (Continental)		X	
ALLIED AG CAT Productions	G-164B-15T	Metal	Grumman G-164 (Continental)		X	
ALLIED AG CAT Productions	G-164B-20T	Metal	Grumman G-164 (Continental)		X	
ALLIED AG CAT Productions	G-164B-34T	Metal	Grumman G-164 (Continental)		X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (Jacobs)		X	
ALLIED AG CAT Productions	G-164	Metal	Grumman G-164 (PW R Series)		X	
ALLIED AG CAT Productions	G-164A	Metal	Grumman G-164 (PW R Series)		X	
ALLIED AG CAT Productions	G-164B	Metal	Grumman G-164 (PW R Series)		X	
ALLIED AG CAT Productions	G-164B with 73' wing gap	Metal	Grumman G-164 (PW R Series)		X	



ALLIED AG CAT Productions	G-164B-15T	Metal	Grumman G-164 (PW R Series)		X	
ALLIED AG CAT Productions	G-164B-20T	Metal	Grumman G-164 (PW R Series)		X	
ALLIED AG CAT Productions	G-164B-34T	Metal	Grumman G-164 (PW R Series)		X	
ALLIED AG CAT Productions	G-164C	Metal	Grumman G-164 (PW R Series)		X	
ALPHA AVIATION	HR 200-100	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	HR 200-100 S	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	HR 200-120	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	HR 200-120 B	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	HR 200-160	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2100	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2100A	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2112	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2120U	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2160	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2160D	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
ALPHA AVIATION	R 2160i	Metal	Robin HR 200/ R 2000 series (Lycoming)		X	
AMERICAN CHAMPION Aircraft Corp.	7GCAA	Wood + Metal tubing Fabric	Champion 7 (Superior)		X	
AMERICAN CHAMPION Aircraft Corp.	7GCBC (180HP)	Wood + Metal tubing Fabric	Champion 7 (Superior)		X	
AMERICAN CHAMPION Aircraft Corp.	7ECA	Wood + Metal tubing Fabric	Champion 7 (Lycoming)		X	



AMERICAN CHAMPION Aircraft Corp.	7GCAA	Wood + Metal tubing Fabric	Champion 7 (Lycoming)		X	
AMERICAN CHAMPION Aircraft Corp.	7GCBC (160HP)	Wood + Metal tubing Fabric	Champion 7 (Lycoming)		X	
AMERICAN CHAMPION Aircraft Corp.	8GCBC	Wood + Metal tubing Fabric	Champion 8 Series (Lycoming)		X	
AMERICAN CHAMPION Aircraft Corp.	8KCAB	Wood + Metal tubing Fabric	Champion 8 Series (Lycoming)		X	
AQUILA Aviation by Excellence AG	AQUILA AT01	Composite	Aquila AT01 (Rotax)		X	
AQUILA Aviation by Excellence AG	AQUILA AT01-100	Composite	Aquila AT01 (Rotax)		X	
AUGUSTAIR, INC.	VARGA 2180	Metal	Varga (Lycoming)		X	
AUGUSTAIR, INC.	VARGA 2150A	Metal	Varga (Lycoming)		X	
AUGUSTAIR, INC.	VARGA 2150	Metal	Varga (Lycoming)		X	
AVIAT AIRCRAFT INC	A-1	Metal	Aviat Husky A (Lycoming)		X	
AVIAT AIRCRAFT INC	A-1A	Metal	Aviat Husky A (Lycoming)		X	
AVIAT AIRCRAFT INC	A-1B	Metal	Aviat Husky A (Lycoming)		X	
AVIAT AIRCRAFT INC	A-1C-180	Metal	Aviat Husky A (Lycoming)		X	
AVIAT AIRCRAFT INC	S-1S	Wood + Metal tubing Fabric	Pitts S-1 Series (Lycoming)		X	
AVIAT AIRCRAFT INC	S-2A	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)		X	
AVIAT AIRCRAFT INC	S-2B	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)		X	



AVIAT AIRCRAFT INC	S-2C	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)		X	
AVIAT AIRCRAFT INC	S-2S	Wood + Metal tubing Fabric	Pitts S-2 Series (Lycoming)		X	
BEEHCRAFT Corporation	19A	Metal	Beech 19 Series (Lycoming)		X	
BEEHCRAFT Corporation	B19	Metal	Beech 19 Series (Lycoming)		X	
BEEHCRAFT Corporation	M19A	Metal	Beech 19 Series (Lycoming)		X	
BEEHCRAFT Corporation	23	Metal	Beech 23 Series (Lycoming)		X	
BEEHCRAFT Corporation	A23-19	Metal	Beech 23 Series (Lycoming)		X	
BEEHCRAFT Corporation	A23-24	Metal	Beech 23 Series (Lycoming)		X	
BEEHCRAFT Corporation	B23	Metal	Beech 23 Series (Lycoming)		X	
BEEHCRAFT Corporation	C23	Metal	Beech 23 Series (Lycoming)		X	
BEEHCRAFT Corporation	A24	Metal	Beech 24 Series (Lycoming)		X	
BEEHCRAFT Corporation	A24R	Metal	Beech 24 Series (Lycoming)		X	
BEEHCRAFT Corporation	B24R	Metal	Beech 24 Series (Lycoming)		X	
BEEHCRAFT Corporation	C24R	Metal	Beech 24 Series (Lycoming)		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
BEEHCRAFT Corporation	D50A	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50B	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50C	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	D50E	Metal	Beech 50 Series (Lycoming)			X



BEEHCRAFT Corporation	D50E-5990	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	E50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	F50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	G50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	H50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	J50	Metal	Beech 50 Series (Lycoming)			X
BEEHCRAFT Corporation	58P	Metal + Pressurised	Beech 58P (Continental)			X
BEEHCRAFT Corporation	58PA	Metal + Pressurised	Beech 58P (Continental)			X
BEEHCRAFT Corporation	58TC	Metal	Beech 58TC (Continental)			X
BEEHCRAFT Corporation	58TCA	Metal	Beech 58TC (Continental)			X
BEEHCRAFT Corporation	60	Metal	Beech 60 Series (Lycoming)			X
BEEHCRAFT Corporation	A60	Metal	Beech 60 Series (Lycoming)			X
BEEHCRAFT Corporation	B60	Metal	Beech 60 Series (Lycoming)			X
BEEHCRAFT Corporation	76	Metal	Beech 76 (Lycoming)		X	
BEEHCRAFT Corporation	77	Metal	Beech 77 (Lycoming)		X	
BEEHCRAFT Corporation	A23	Metal	Beech A23 (Continental)		X	
BEEHCRAFT Corporation	A23A	Metal	Beech A23 (Continental)		X	
BERIEV	Be 103	Metal	Beriev Be-103 (Continental)			X
Bernd Hager/Anatoli Stobbe GbR	R 90-230RG	Composite	Ruschmeyer R90-230RG (Lycoming)		X	
BLACKSHAPE S.p.A.	BS 115	Composite	Blackshape (Rotax)		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-	BN.2A	Metal	Britten-Norman BN.2A Mark			X



Norman)	MARK III-2		III (Lycoming)			
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	<i>Metal</i>	Britten-Norman BN2B Series (Lycoming)			X
Breezer Aircraft GmbH & Co. KG	B600	<i>Metal</i>	Breezer B600 (Rotax)		X	
CEAPR	CAP10	<i>Wood</i>	CAP 10 (Lycoming)		X	
CEAPR	CAP10B	<i>Wood</i>	CAP 10 (Lycoming)		X	
CEAPR	CAP20	<i>Wood</i>	CAP 20/21 (Lycoming)		X	
CEAPR	CAP20L/S2 00	<i>Wood</i>	CAP 20/21 (Lycoming)		X	
CEAPR	CAP21	<i>Wood</i>	CAP 20/21 (Lycoming)		X	
CEAPR	CAP231	<i>Wood</i>	CAP 230 Series (Lycoming)		X	
CEAPR	CAP231EX	<i>Composite + Wood</i>	CAP 230 Series (Lycoming)		X	
CEAPR	CAP232	<i>Composite + Wood</i>	CAP 230 Series (Lycoming)		X	
CEAPR	CAP230	<i>Wood</i>	CAP 230 Series (Lycoming)		X	
CEAPR	ATL	<i>Wood + Composite</i>	Robin ATL / ATL S (JPX 4T60)		X	
CEAPR	ATL S	<i>Wood + Composite</i>	Robin ATL / ATL S (JPX 4T60)		X	
CEAPR	ATL L	<i>Wood + Composite</i>	Robin ATL L (Limbach L2000)		X	
CEAPR	DR 200	<i>Wood</i>	Robin DR 200 series (Potez)		X	
CEAPR	DR 220	<i>Wood</i>	Robin DR 220 series (Continental)		X	
CEAPR	DR 220 A	<i>Wood</i>	Robin DR 220 series (Continental)		X	
CEAPR	DR 220 AB	<i>Wood</i>	Robin DR 220 series (Continental)		X	
CEAPR	DR 220 B	<i>Wood</i>	Robin DR 220 series (Continental)		X	
CEAPR	DR 221	<i>Wood</i>	Robin DR 221 series (Lycoming)		X	
CEAPR	DR 221 B	<i>Wood</i>	Robin DR 221 series (Lycoming)		X	
CEAPR	DR 250	<i>Wood</i>	Robin DR 250 series (Lycoming)		X	
CEAPR	DR 250 B	<i>Wood</i>	Robin DR 250 series (Lycoming)		X	
CEAPR	DR 250 B- 160	<i>Wood</i>	Robin DR 250 series (Lycoming)		X	
CEAPR	DR 250-160	<i>Wood</i>	Robin DR 250 series (Lycoming)		X	
CEAPR	DR 253	<i>Wood</i>	Robin DR 253 series (Lycoming)		X	



CEAPR	DR 253 B	Wood	Robin DR 253 series (Lycoming)		X	
CEAPR	DR 300/108	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 300/120	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 300/125	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 300/140	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 300/180 R	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 315	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 340	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 360	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 380	Wood	Robin DR 300 series (Lycoming)		X	
CEAPR	DR 400/125 i	Wood	Robin DR 400 series (Continental)		X	
CEAPR	DR 400/200 l	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/100	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/120	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/120 A	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/120 D	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/125	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/140	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/140 B	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/160	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/160 D	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/180	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/180 R	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/180 S	Wood	Robin DR 400 series (Lycoming)		X	



CEAPR	DR 400/2+2	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/200 R	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/500	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/NGL	Wood	Robin DR 400 series (Lycoming)		X	
CEAPR	DR 400/RP	Wood	Robin DR 400RP (Porsche)		X	
CEAPR	HR 100-210	Metal	Robin HR 100 series (Continental)		X	
CEAPR	HR 100-210 D	Metal	Robin HR 100 series (Continental)		X	
CEAPR	HR 100-285 C	Metal	Robin HR 100 series (Continental)		X	
CEAPR	HR 100-285 TIARA	Metal	Robin HR 100 series (Continental)		X	
CEAPR	HR 100-200	Metal	Robin HR 100 series (Lycoming)		X	
CEAPR	HR 100-200 B	Metal	Robin HR 100 series (Lycoming)		X	
CEAPR	HR 100-250 TR	Metal	Robin HR 100 series (Lycoming)		X	
CEAPR	R 1180 T	Metal	Robin R 1180 series (Lycoming)		X	
CEAPR	R 1180 TD	Metal	Robin R 1180 series (Lycoming)		X	
CEAPR	R 3000/100	Metal	Robin R 3000 series (Lycoming)		X	
CEAPR	R 3000/120	Metal	Robin R 3000 series (Lycoming)		X	
CEAPR	R 3000/120 D	Metal	Robin R 3000 series (Lycoming)		X	
CEAPR	R 3000/140	Metal	Robin R 3000 series (Lycoming)		X	
CEAPR	R 3000/160	Metal	Robin R 3000 series (Lycoming)		X	
CEAPR	R 3000/160 S	Metal	Robin R 3000 series (Lycoming)		X	
CEAPR	R 3000/180	Metal	Robin R 3000 series (Lycoming)		X	
CESSNA AIRCRAFT Company	F177RG	Metal	Cessna 177 Series (Lycoming)		X	



CESSNA AIRCRAFT Company	F150F	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F150G	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F150H	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F150J	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F150K	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	FA150K	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	FA150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	FA150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	FRA150L	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	FRA150M	<i>Metal</i>	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
CESSNA AIRCRAFT Company	F152	<i>Metal</i>	Cessna/Reims-Cessna 152/F152 Series (Lycoming)		X	
CESSNA AIRCRAFT Company	FA152	<i>Metal</i>	Cessna/Reims-Cessna 152/F152 Series (Lycoming)		X	
CESSNA AIRCRAFT Company	F172D	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	F172E	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	



CESSNA AIRCRAFT Company	F172F	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	F172G	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	F172H	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	F172K	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FP172D	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR172E	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR172F	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR172G	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR172H	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR172J	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR172K	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
CESSNA AIRCRAFT Company	F172L	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
CESSNA AIRCRAFT Company	F172M	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
CESSNA AIRCRAFT Company	F172N	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
CESSNA AIRCRAFT Company	F172P	<i>Metal</i>	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
CESSNA AIRCRAFT Company	F182P	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	



CESSNA AIRCRAFT Company	F182Q	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
CESSNA AIRCRAFT Company	FR182	<i>Metal</i>	Cessna/Reims-Cessna 182/F182 Series (Lycoming)		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
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)		X	
CIRRUS Design Corporation	SR22	<i>Composite</i>	Cirrus SR20 / SR22 / SR22T Series (Continental)		X	
CIRRUS Design Corporation	SR22T	<i>Composite</i>	Cirrus SR20 / SR22 / SR22T Series (Continental)		X	
COMMANDER PREMIER AIRCRAFT CO.	112	<i>Metal</i>	Commander 112 (Lycoming)		X	
COMMANDER PREMIER AIRCRAFT CO.	112B	<i>Metal</i>	Commander 112 (Lycoming)		X	
COMMANDER PREMIER AIRCRAFT CO.	112TC	<i>Metal</i>	Commander 112 (Lycoming)		X	



COMMANDER PREMIER AIRCRAFT CO.	112TCA	Metal	Commander 112 (Lycoming)		X	
COMMANDER PREMIER AIRCRAFT CO.	114	Metal	Commander 114 (Lycoming)		X	
COMMANDER PREMIER AIRCRAFT CO.	114A	Metal	Commander 114 (Lycoming)		X	
COMMANDER PREMIER AIRCRAFT CO.	114B	Metal	Commander 114 (Lycoming)		X	
COMMANDER PREMIER AIRCRAFT CO.	114TC	Metal	Commander 114 (Lycoming)		X	
CUB CRAFTERS, Inc.	CC19-180	Metal tubing Fabric	Cub Crafters 19-180 (Lycoming)		X	
Czech Sport Aircraft a.s.	PS-28 Cruiser	Metal	Czech Sport PS-28 (Rotax)		X	
DAHER AEROSPACE	MS 880 B	Metal	SOCATA MS 880/885 (Continental)		X	
DAHER AEROSPACE	MS 880 B-D	Metal	SOCATA MS 880/885 (Continental)		X	
DAHER AEROSPACE	MS 885	Metal	SOCATA MS 880/885 (Continental)		X	
DAHER AEROSPACE	MS 881	Metal	SOCATA MS 881 (Potez)		X	
DAHER AEROSPACE	MS 884	Metal	SOCATA MS 884/894/PZL Koliber (Franklin)		X	
DAHER AEROSPACE	MS 894 A	Metal	SOCATA MS 884/894/PZL Koliber (Franklin)		X	
DAHER AEROSPACE	MS 894 C	Metal	SOCATA MS 884/894/PZL Koliber (Franklin)		X	
DAHER AEROSPACE	MS 894 E	Metal	SOCATA MS 884/894/PZL Koliber (Franklin)		X	
DAHER AEROSPACE	MS 890 A	Metal	SOCATA MS 890 (Continental)		X	
DAHER AEROSPACE	MS 890 B	Metal	SOCATA MS 890 (Continental)		X	
DAHER AEROSPACE	MS 883	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 886	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	



DAHER AEROSPACE	MS 887	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 892 A.150	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 892 B.150	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 892 E.150	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 892 E-D.150	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 893 A	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 893 B	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 893 E	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	MS 893 E-D	Metal	SOCATA MS 892/883/886/887 (Lycoming)		X	
DAHER AEROSPACE	RALLYE 100 S	Metal	SOCATA Rallye Series (Continental)		X	
DAHER AEROSPACE	RALLYE 100 S-D	Metal	SOCATA Rallye Series (Continental)		X	
DAHER AEROSPACE	RALLYE 100 ST	Metal	SOCATA Rallye Series (Continental)		X	
DAHER AEROSPACE	RALLYE 100 ST-D	Metal	SOCATA Rallye Series (Continental)		X	
DAHER AEROSPACE	RALLYE 110 ST	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 150 ST	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 150 ST-D	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 150 SV	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 150 SVS	Metal	SOCATA Rallye Series (Lycoming)		X	



DAHER AEROSPACE	RALLYE 150 T	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 150 T-D	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 180 T	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 180 T-D	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 180 TS	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 235 A	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 235 C	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 235 E	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 235 E-D	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	RALLYE 235 F	Metal	SOCATA Rallye Series (Lycoming)		X	
DAHER AEROSPACE	TB 10	Metal	SOCATA TB Series (Lycoming)		X	
DAHER AEROSPACE	TB 20	Metal	SOCATA TB Series (Lycoming)		X	
DAHER AEROSPACE	TB 200	Metal	SOCATA TB Series (Lycoming)		X	
DAHER AEROSPACE	TB 21	Metal	SOCATA TB Series (Lycoming)		X	
DAHER AEROSPACE	TB 9	Metal	SOCATA TB Series (Lycoming)		X	
DE HAVILLAND Support (Aircraft with SAS)	Beagle series 1.	Metal	Beagle B.121 series 1 (Continental)		X	
DE HAVILLAND Support (Aircraft with SAS)	Beagle series 2/3.	Metal	Beagle B.121 series 2/3 (Lycoming)		X	
DECOURT (Aircraft with SAS)	DMS 884-1	Wood	Decourt DMS 884 (Franklin)		X	



DIAMOND AIRCRAFT Industries	DA 42 M-NG	Composite	Diamond DA42 Series (Austro Engine)	MTOM >2T with MÄM 42-659 and MÄM 42- 678 and OÄM 42- 260. Ref.: TCDS	X	
DIAMOND AIRCRAFT Industries	DA 42 M-NG	Composite	Diamond DA42 Series (Austro Engine)	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)	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)		X	
DIAMOND AIRCRAFT Industries	DA 42 M	Composite	Diamond DA42 Series (Technify)		X	
DIAMOND AIRCRAFT Industries	DA20-C1	Composite	Diamond DA20 (Continental)		X	
DIAMOND AIRCRAFT Industries	DA20-A1	Composite	Diamond DA20/DV20 (Rotax)		X	
DIAMOND AIRCRAFT Industries	DV 20	Composite	Diamond DA20/DV20 (Rotax)		X	
DIAMOND AIRCRAFT Industries	DV 20 E	Composite	Diamond DA20/DV20 (Rotax)		X	
DIAMOND AIRCRAFT Industries	DA 40 NG	Composite	Diamond DA40 (Austro Engine)		X	
DIAMOND AIRCRAFT Industries	DA 40	Composite	Diamond DA40 (Lycoming)		X	
DIAMOND AIRCRAFT Industries	DA 40 F	Composite	Diamond DA40 (Lycoming)		X	
DIAMOND AIRCRAFT Industries	DA 40 D	Composite	Diamond DA40 D (Technify)		X	
DIAMOND AIRCRAFT Industries	DA 62	Composite	Diamond DA62 (Austro Engine)			X
DYNAC AEROSPACE Corporation	Aero Commander 100	Metal	Aerocommander 100 (Lycoming)		X	



E.I.S Aircraft GmbH	RS 180	Wood + Composite	RS 180 (Lycoming)		X	
E.I.S. HOLDING GmbH	RS 180	Wood + Composite	Sportavia Putzer RS180 (Lycoming)		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)		X	
EVEKTOR	SportStar RTC	Metal	SportStar RTC (Rotax)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300	Composite	Extra EA-300 Series (Lycoming)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/200	Composite	Extra EA-300 Series (Lycoming)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/L	Composite	Extra EA-300 Series (Lycoming)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/LC	Composite	Extra EA-300 Series (Lycoming)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/LT	Composite	Extra EA-300 Series (Lycoming)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/S	Composite	Extra EA-300 Series (Lycoming)		X	
EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA 300/SC	Composite	Extra EA-300 Series (Lycoming)		X	
FFT GYROFLUG (Aircraft with SAS)	SC01 Series	Composite	SC01 Series (Lycoming)		X	



Flight Design GmbH	CTLS-ELA	<i>Composite</i>	CTLS-ELA (Rotax)		X	
FLS AEROSPACE (Aircraft with SAS)	Club Sprint Sprint 160	<i>Metal</i>	Club Sprint/Sprint 160 (Lycoming)		X	
FLS AEROSPACE (Aircraft with SAS)	OA7 Series	<i>Metal</i>	OA7 Optica Series (Lycoming)		X	
FUJI Heavy Industries	FA-200-160	<i>Metal</i>	Fuji FA-200 Series (Lycoming)		X	
FUJI Heavy Industries	FA-200-180	<i>Metal</i>	Fuji FA-200 Series (Lycoming)		X	
FUJI Heavy Industries	FA-200-180AO	<i>Metal</i>	Fuji FA-200 Series (Lycoming)		X	
GA8 Airvan Pty Ltd	GA8	<i>Metal</i>	Gippsland GA8 (Lycoming)		X	
GA8 Airvan Pty Ltd	GA8-TC 320	<i>Metal</i>	Gippsland GA8 (Lycoming)		X	
Game Composite LLC	GB1 GameBird	<i>Composite</i>	GameBird1 (Lycoming)		X	
GARDAN (Aircraft with SAS)	GY80 Series	<i>Metal</i>	Gardan GY 80 (Lycoming)		X	
GENERAL AVIA Costruzioni Aeronautiche (Aircraft with SAS)	F.20 Pegaso	<i>Metal</i>	General Avia F.20 Series (Continental)			X
GENERAL AVIA Costruzioni Aeronautiche (Aircraft with SAS)	F.22 series	<i>Metal</i>	General Avia F.22 (Lycoming)		X	
GOMOLZIG FLUGZEUG-UND MASCHINENBAU GmbH	AS202/15	<i>Metal</i>	AS202 Series (Lycoming)		X	



GOMOLZIG FLUGZEUG- UND MASCHINENB AU GmbH	AS202/15-1	<i>Metal</i>	AS202 Series (Lycoming)		X	
GOMOLZIG FLUGZEUG- UND MASCHINENB AU GmbH	AS202/18A	<i>Metal</i>	AS202 Series (Lycoming)		X	
GOMOLZIG FLUGZEUG- UND MASCHINENB AU GmbH	AS202/18A1	<i>Metal</i>	AS202 Series (Lycoming)		X	
GOMOLZIG FLUGZEUG- UND MASCHINENB AU GmbH	AS202/18A2	<i>Metal</i>	AS202 Series (Lycoming)		X	
GOMOLZIG FLUGZEUG- UND MASCHINENB AU GmbH	AS202/18A3	<i>Metal</i>	AS202 Series (Lycoming)		X	
GOMOLZIG FLUGZEUG- UND MASCHINENB AU GmbH	AS202/18A4	<i>Metal</i>	AS202 Series (Lycoming)		X	
GROB Aircraft AG	G 115	<i>Composite</i>	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115A	<i>Composite</i>	Grob G115/120 Series (Lycoming)		X	



GROB Aircraft AG	G 115B	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115C	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115C2	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115D	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115D2	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115E	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115EG	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 115TA	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 120A	Composite	Grob G115/120 Series (Lycoming)		X	
GROB Aircraft AG	G 120A-I	Composite	Grob G115/120 Series (Lycoming)		X	
Hoffmann GmbH & Co. KG	H 40	Composite	H 40 (Lycoming)		X	
INSTYTUT LOTNICTWA	I-23 'Manager'	Composite	Instytut Lotnictwa I-23 Manager (Lycoming)		X	
INTERCEPTOR AIRCRAFT Corporation	200D	Metal	Aerocommander 200 (Continental)		X	
ISSOIRE AVIATION	APM 20	Composite	Issoire APM 20/30 (Rotax)		X	
ISSOIRE AVIATION	APM 30	Composite	Issoire APM 20/30 (Rotax)		X	
ISSOIRE AVIATION	APM 40	Composite	Issoire APM 40 (Continental)		X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25	Metal	Piper PA-25 Series (Lycoming)		X	



LAVIA ARGENTINA S.A. (LAVIASA)	PA-25-235	Metal	Piper PA-25 Series (Lycoming)		X	
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25-260	Metal	Piper PA-25 Series (Lycoming)		X	
LEONARDO S.p.A.	F260	Metal	Aermacchi F260 Series (Lycoming)		X	
LEONARDO S.p.A.	F260B	Metal	Aermacchi F260 Series (Lycoming)		X	
LEONARDO S.p.A.	F260C	Metal	Aermacchi F260 Series (Lycoming)		X	
LEONARDO S.p.A.	F260D	Metal	Aermacchi F260 Series (Lycoming)		X	
LEONARDO S.p.A.	F260E	Metal	Aermacchi F260 Series (Lycoming)		X	
LEONARDO S.p.A.	F260F	Metal	Aermacchi F260 Series (Lycoming)		X	
LEONARDO S.p.A.	S205-22/R	Metal	SIAI-Marchetti S.205 (Franklin)		X	
LEONARDO S.p.A.	S205-18/F	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)		X	
LEONARDO S.p.A.	S205-18/R	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)		X	
LEONARDO S.p.A.	S205-20/F	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)		X	
LEONARDO S.p.A.	S205-20/R	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)		X	
LEONARDO S.p.A.	S208	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)		X	
LEONARDO S.p.A.	S208A	Metal	SIAI-Marchetti S.205/S.208 (Lycoming)		X	
LIBERTY AEROSPACE Incorporated	XL-2	Composite	Liberty XL-2 (Continental)		X	



Light Wing AG	LightWing AC4	Metal tubing Fabric	Lightwing AC4 (Rotax)		X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TC	Composite	III Sky Arrow 650/710 (Rotax)		X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCN	Composite	III Sky Arrow 650/710 (Rotax)		X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCN	Composite	III Sky Arrow 650/710 (Rotax)		X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCNS	Composite	III Sky Arrow 650/710 (Rotax)		X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 650 TCS	Composite	III Sky Arrow 650/710 (Rotax)		X	
Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)	Sky Arrow 710 RG	Composite	III Sky Arrow 650/710 (Rotax)		X	
MAULE AEROSPACE TECHNOLOGY	Bee Dee M-4	Metal tubing Fabric	Maule M4 (Continental)		X	
MAULE AEROSPACE TECHNOLOGY	M-4	Metal tubing Fabric	Maule M4 (Continental)		X	



MAULE AEROSPACE TECHNOLOGY	M-4-210	<i>Metal tubing Fabric</i>	Maule M4 (Continental)		X	
MAULE AEROSPACE TECHNOLOGY	M-4-210C	<i>Metal tubing Fabric</i>	Maule M4 (Continental)		X	
MAULE AEROSPACE TECHNOLOGY	M-4C	<i>Metal tubing Fabric</i>	Maule M4 (Continental)		X	
MAULE AEROSPACE TECHNOLOGY	M-4S	<i>Metal tubing Fabric</i>	Maule M4 (Continental)		X	
MAULE AEROSPACE TECHNOLOGY	M-4T	<i>Metal tubing Fabric</i>	Maule M4 (Continental)		X	
MAULE AEROSPACE TECHNOLOGY	M-4-220	<i>Metal tubing Fabric</i>	Maule M4 (Franklin)		X	
MAULE AEROSPACE TECHNOLOGY	M-4-220C	<i>Metal tubing Fabric</i>	Maule M4 (Franklin)		X	
MAULE AEROSPACE TECHNOLOGY	M-4-220S	<i>Metal tubing Fabric</i>	Maule M4 (Franklin)		X	
MAULE AEROSPACE TECHNOLOGY	M-4-180V	<i>Metal tubing Fabric</i>	Maule M4 (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	M-5-180C	<i>Metal tubing Fabric</i>	Maule M5 (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	M-5-210C	<i>Metal tubing Fabric</i>	Maule M5 (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	M-5-235C	<i>Metal tubing Fabric</i>	Maule M5 (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	M-6-235	<i>Metal tubing Fabric</i>	Maule M6 (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	M-7-235	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	M-7-235B	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)		X	



MAULE AEROSPACE TECHNOLOGY	MT-7-235	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	MT-7-235C	<i>Metal tubing Fabric</i>	Maule M7 Series (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	MX-7-160	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	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)	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)	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)	Wing is metal, fuselage is Metal tubing with fabric.	X	
MAULE AEROSPACE TECHNOLOGY	MX-7-180C	<i>Metal + Metal tubing Fabric</i>	Maule MX-7 (Lycoming)	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)	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)		X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-180	<i>Metal tubing Fabric</i>	Maule MX-7 (Lycoming)		X	
MAULE AEROSPACE TECHNOLOGY	MXT-7-180A	<i>Metal tubing Fabric</i>	Maule MX-7 (Lycoming)		X	
MOONEY AIRPLANE Company	M20K	<i>Metal</i>	Mooney M20 (Continental)		X	
MOONEY AIRPLANE Company	M20R	<i>Metal</i>	Mooney M20 (Continental)		X	
MOONEY AIRPLANE Company	M20S	<i>Metal</i>	Mooney M20 (Continental)		X	
MOONEY AIRPLANE Company	M20	<i>Metal + Wood</i>	Mooney M20/M20A (Lycoming)		X	
MOONEY AIRPLANE Company	M20A	<i>Metal + Wood</i>	Mooney M20/M20A (Lycoming)		X	
MOONEY AIRPLANE Company	M20B	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20C	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20D	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20E	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20F	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20G	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20J	<i>Metal</i>	Mooney M20B to M20S/M22 (Lycoming)		X	



MOONEY AIRPLANE Company	M20M	Metal	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M22	Metal	Mooney M20B to M20S/M22 (Lycoming)		X	
MOONEY AIRPLANE Company	M20L	Metal	Mooney M20L (Porsche)		X	
OMA SUD SPA Sky Technologies	SKYCAR	Metal	SKYCAR (Lycoming)		X	
PIAGGIO Aero Industries	P.166	Metal	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 B	Metal	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 C	Metal	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 DL3	Metal	Piaggio P166 (Lycoming)			X
PIAGGIO Aero Industries	P.166 S	Metal	Piaggio P166 (Lycoming)			X
PILATUS AIRCRAFT	PC-6	Metal	Pilatus PC-6 Series (Lycoming)		X	X
PILATUS AIRCRAFT	PC-6/350	Metal	Pilatus PC-6 Series (Lycoming)		X	X
PILATUS AIRCRAFT	PC-6/350-H1	Metal	Pilatus PC-6 Series (Lycoming)		X	X
PILATUS AIRCRAFT	PC-6/350-H2	Metal	Pilatus PC-6 Series (Lycoming)		X	X
PILATUS AIRCRAFT	PC-6-H1	Metal	Pilatus PC-6 Series (Lycoming)		X	X
PILATUS AIRCRAFT	PC-6-H2	Metal	Pilatus PC-6 Series (Lycoming)		X	X
PIPER AIRCRAFT	PA-23-235	Metal	Piper PA-23 Aztec (Lycoming)		X	
PIPER AIRCRAFT	PA-23-250	Metal	Piper PA-23 Aztec (Lycoming)		X	
PIPER AIRCRAFT	PA-E23-250	Metal	Piper PA-23 Aztec (Lycoming)			X
PIPER AIRCRAFT	PA-24	Metal	Piper PA-24 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-24-250	Metal	Piper PA-24 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-24-260	Metal	Piper PA-24 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-24-400	Metal	Piper PA-24 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-201T (Turbo Dakota)	Metal	Piper PA-28 Series (Continental)		X	
PIPER AIRCRAFT	PA-28R-201T (Turbo Arrow III)	Metal	Piper PA-28 Series (Continental)		X	



PIPER AIRCRAFT	PA-28RT-201T (Turbo Arrow IV)	<i>Metal</i>	Piper PA-28 Series (Continental)		X	
PIPER AIRCRAFT	PA-28-140 (Cherokee Cruiser)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-150 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-151 (Cherokee Warrior)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-160 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-161	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-161 (Warrior II)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-161 (Warrior III)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-180 (Archer)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-180 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-181 (Archer II)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-181 (Archer III)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-235 (Cher. Pathfinder)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28-236 (Dakota)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28R-180 (Arrow)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28R-200 (Arrow II)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28R-200 (Arrow)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28R-201 (Arrow III)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28RT-201 (Arrow IV)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28S-160 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-28S-180 (Cherokee)	<i>Metal</i>	Piper PA-28 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-30	<i>Metal</i>	Piper PA-30 Series (Lycoming)		X	



PIPER AIRCRAFT	PA-31	<i>Metal</i>	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31-300	<i>Metal</i>	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31-325	<i>Metal</i>	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31-350 (Chieftain)	<i>Metal</i>	Piper PA-31 Series (Lycoming)			X
PIPER AIRCRAFT	PA-31P (Pressurized Navajo)	<i>Metal + Pressurised</i>	Piper PA-31P (Lycoming)			X
PIPER AIRCRAFT	PA-31P-350 (Mojave)	<i>Metal + Pressurised</i>	Piper PA-31P (Lycoming)			X
PIPER AIRCRAFT	PA-32-260 (Cherokee Six 260)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32-300 (Cherokee Six 300)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32-301 (Saratoga)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32-301FT (Piper 6X)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32-301T (Turbo Saratoga)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32-301XTC (Piper 6XT)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32R-300 (Lance)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32R-301 (Saratoga II HP)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32R-301 (Saratoga SP)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32R-301T (Saratoga II TC)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32R-301T (Turbo SaratogaSP)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32RT-300 (Lance II)	<i>Metal</i>	Piper PA-32 Series (Lycoming)		X	



PIPER AIRCRAFT	PA-32RT-300T (Turbo Lance II)	Metal	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-32S-300 (Cher.Six Seaplane)	Metal	Piper PA-32 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-34-200T (Seneca II)	Metal	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-220T (Seneca III)	Metal	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-220T (Seneca IV)	Metal	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-220T (Seneca V)	Metal	Piper PA-34 Series (Continental)			X
PIPER AIRCRAFT	PA-34-200 (Seneca)	Metal	Piper PA-34 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-36-285 (Normal category)	Metal	Piper PA-36 Series (Continental)		X	
PIPER AIRCRAFT	PA-36-300 (Normal category)	Metal	Piper PA-36 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-36-375 (Normal category)	Metal	Piper PA-36 Series (Lycoming)			X
PIPER AIRCRAFT	PA-38-112	Metal	Piper PA-38 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-39	Metal	Piper PA-39/40 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-40	Metal	Piper PA-39/40 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-44-180 (Seminole)	Metal	Piper PA-44 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-44-180T (Turbo Seminole)	Metal	Piper PA-44 Series (Lycoming)		X	
PIPER AIRCRAFT	PA-46-310P	Metal + Pressurised	Piper PA-46 Pressurised (Continental)		X	
PIPER AIRCRAFT	PA-46-350P (Mirage)	Metal + Pressurised	Piper PA-46 Pressurised (Lycoming)		X	
PIPER AIRCRAFT	PA-46R-350T (Matrix)	Metal	Piper PA-46 Series (Lycoming)		X	
Pipistrel Vertical Solutions d.o.o.	Virus SW 121	Composite	Pipistrel Virus (Rotax)		X	
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18	Metal	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z	PZL M18A	Metal	PZL M 18 (PZL)			X



O.O.						
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18AS	Metal	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18B	Metal	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M18BS	Metal	PZL M 18 (PZL)			X
Polskie Zakłady Lotnicze Sp. z o.o.	PZL M26 01	Metal	PZL M 26 (Lycoming)		X	
Polskie Zakłady Lotnicze Sp. z o.o. (Aircraft with SAS)	PZL M20	Metal	PZL M 20 (PZL)			X
PZL WARSZAWOKE C IE S.A.	PZL-104M Wilga 2000	Metal	PZL-104 Wilga (Lycoming)		X	
PZL WARSZAWOKE C IE S.A.	PZL-104MA Wilga 2000	Metal	PZL-104 Wilga (Lycoming)		X	
PZL WARSZAWOKE C IE S.A.	PZL-104MF Wilga 2000	Metal	PZL-104 Wilga (Lycoming)		X	
PZL WARSZAWOKE C IE S.A.	PZL-104MN Wilga 2000	Metal	PZL-104 Wilga (Lycoming)		X	
PZL WARSZAWOKE C IE S.A.	PZL-104 Wilga 32	Metal	PZL-104 Wilga Series (Continental)		X	
PZL WARSZAWOKE C IE S.A.	PZL-104 Wilga 32A	Metal	PZL-104 Wilga Series (Continental)		X	
PZL WARSZAWOKE C IE S.A.	PZL-104 Wilga 35	Metal	PZL-104A Wilga (Ivchenko)		X	
PZL WARSZAWOKE C	PZL-104 Wilga 35A	Metal	PZL-104A Wilga (Ivchenko)		X	



IE S.A.						
PZL WARZAWAOKE C IE S.A.	PZL-104 Wilga 80	<i>Metal</i>	PZL-104A Wilga (Ivchenko)		X	
PZL WARZAWAOKE C IE S.A.	PZL-110 KOLIBER	<i>Metal</i>	PZL-110 Koliber (Franklin)		X	
PZL WARZAWAOKE C IE S.A.	PZL-KOLIBER 150	<i>Metal</i>	PZL-Koliber 150 Series (Lycoming)		X	
PZL WARZAWAOKE C IE S.A.	PZL-KOLIBER 150A	<i>Metal</i>	PZL-Koliber 150 Series (Lycoming)		X	
PZL WARZAWAOKE C IE S.A.	PZL-KOLIBER 160A	<i>Metal</i>	PZL-Koliber 160 (Lycoming)		X	
Reims Aviation (Aircraft with SAS)	FTB337G	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	Ref.: SAS.A.1 1 5.		X
Reims Aviation (Aircraft with SAS)	FTB337GA	<i>Metal</i>	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)	Ref.: SAS.A.1 1 5.		X

REVO, Inc	LA-4A	<i>Metal</i>	REVO C/LA-4 Series (Lycoming)		X	
REVO, Inc	LA-4P	<i>Metal</i>	REVO C/LA-4 Series (Lycoming)		X	
REVO, Inc	Lake 250	<i>Metal</i>	REVO C/LA-4 Series (Lycoming)		X	
REVO, Inc.	LA-4-200	<i>Metal</i>	Lake C/LA Series (Lycoming)		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	Do 28 B-1	<i>Metal</i>	Do 28 Series (Lycoming)			X



Services GmbH						
RUAG AEROSPACE Services GmbH	Do 28 D	Metal	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 D-1	Metal	Do 28 Series (Lycoming)			X
RUAG AEROSPACE Services GmbH	Do 28 D-2	Metal	Do 28 Series (Lycoming)			X
SCHEIBE Flugzeugbau	SF 23 A	Wood + Metal tubing Fabric	SF 23 Series (Continental)		X	
SCHEIBE Flugzeugbau	SF 23 A1	Wood + Metal tubing Fabric	SF 23 Series (Continental)		X	
SCHEIBE Flugzeugbau	SF 23 B	Wood + Metal tubing Fabric	SF 23 Series (Continental)		X	
SCHEIBE Flugzeugbau (Aircraft with SAS)	SF 23 C	Wood + Metal tubing Fabric	SF 23 Series (Lycoming)		X	
SEASTAR CORP	TSC-1A	Composite	TSC Series (Lycoming)		X	
SEASTAR CORP	TSC-1A1	Composite	TSC Series (Lycoming)		X	
SEASTAR CORP	TSC-1A2	Composite	TSC Series (Lycoming)		X	
Skyfox Aviation Ltd	CA25	Wood + Metal tubing Fabric	CA25 Series (Rotax)		X	
Skyfox Aviation Ltd	CA25N	Wood + Metal tubing Fabric	CA25 Series (Rotax)		X	
SLINGSBY Aviation	T67A	Wood	Slingsby T67A (Lycoming)		X	
SLINGSBY Aviation	T67B Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	
SLINGSBY Aviation	T67C Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	
SLINGSBY Aviation	T67M Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	



SLINGSBY Aviation	T67M200 Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	
SLINGSBY Aviation	T67M260 Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	
SLINGSBY Aviation	T67M260-T3A Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	
SLINGSBY Aviation	T67M-MKII Firefly	Composite	Slingsby T67B/T67C/T67M Series (Lycoming)		X	
SOCATA(Aircraft with SAS)	RALLYE 235 CA	Metal	SOCATA Rallye Series (Lycoming)		X	
SOCATA (Aircraft with SAS)	RALLYE 235 CA-M	Metal	SOCATA Rallye Series (Lycoming)		X	
SOCATA (Aircraft with SAS)	ST10	Metal	SOCATA ST10 (Lycoming)		X	
SONACA AIRCRAFT S.A.	S200	Metal	SONACA 200 (Rotax)		X	
SONACA AIRCRAFT S.A.	S201	Metal	SONACA 200 (Rotax)		X	
SST FLUGTECHNIK GmbH	EA 400	Composite	Extra EA-400 (Continental)		X	
STEMME AG	S15-1	Composite	Stemme ASP S15-1 (Rotax)		X	
SUKHOI (Aircraft with SAS)	Su-29	Composite	Sukhoi SU-29 (Vedeneyev)		X	
SUKHOI (Aircraft with SAS)	Su-31	Composite	Sukhoi SU-31 (Vedeneyev)		X	
SYMPHONY AIRCRAFT INDUSTRIES	OMF-100-160	Metal	Symphony OMF-100-160 (Lycoming)		X	
TAYLORCRAFT 2000	19	Wood + Metal tubing Fabric	Taylorcraft 19 Series (Continental)		X	
TAYLORCRAFT 2000	F19	Wood + Metal tubing Fabric	Taylorcraft 19 Series (Continental)		X	
TAYLORCRAFT 2000	F21	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)		X	
TAYLORCRAFT 2000	F21A	Wood + Metal tubing Fabric	Taylorcraft F21/F22 Series (Lycoming)		X	
TAYLORCRAFT 2000	F21B	Wood + Metal	Taylorcraft F21/F22 Series (Lycoming)		X	



		<i>tubing Fabric</i>				
TAYLORCRAFT 2000	F22	<i>Wood + Metal tubing Fabric</i>	Taylorcraft F21/F22 Series (Lycoming)		X	
TAYLORCRAFT 2000	F22A	<i>Wood + Metal tubing Fabric</i>	Taylorcraft F21/F22 Series (Lycoming)		X	
TAYLORCRAFT 2000	F22B	<i>Wood + Metal tubing Fabric</i>	Taylorcraft F21/F22 Series (Lycoming)		X	
TAYLORCRAFT 2000	F22C	<i>Wood + Metal tubing Fabric</i>	Taylorcraft F21/F22 Series (Lycoming)		X	
TECNAM Costruzioni Aeronautiche	P2006T	<i>Metal</i>	Tecnam P2006T (Rotax)		X	
TECNAM Costruzioni Aeronautiche	P92-JS	<i>Metal</i>	Tecnam P92 (Rotax)		X	
TECNAM Costruzioni Aeronautiche	P2002-JF	<i>Metal</i>	Tecnam P2002 (Rotax)		X	
TECNAM Costruzioni Aeronautiche	P2002-JR	<i>Metal</i>	Tecnam P2002 (Rotax)		X	
TECNAM Costruzioni Aeronautiche	P2008 JC	<i>Composite + Metal</i>	Tecnam P2008 (Rotax)		X	
TECNAM Costruzioni Aeronautiche	P2010	<i>Composite + Metal</i>	Tecnam P2010 (Lycoming)		X	
TECNAM Costruzioni Aeronautiche	P2012 Traveller	<i>Metal</i>	Tecnam P2012 (Lycoming)			X
TECNAM Costruzioni Aeronautiche	P92-J	<i>Metal</i>	Tecnam P92 (Rotax)		X	
TEXTRON AVIATION Inc.	E33	<i>Metal</i>	Beech 33 Series (Continental)		X	
TEXTRON AVIATION Inc.	E33A	<i>Metal</i>	Beech 33 Series (Continental)		X	



TEXTRON AVIATION Inc.	E33C	<i>Metal</i>	Beech 33 Series (Continental)		X	
TEXTRON AVIATION Inc.	F33	<i>Metal</i>	Beech 33 Series (Continental)		X	
TEXTRON AVIATION Inc.	F33A	<i>Metal</i>	Beech 33 Series (Continental)		X	
TEXTRON AVIATION Inc.	F33C	<i>Metal</i>	Beech 33 Series (Continental)		X	
TEXTRON AVIATION Inc.	G33	<i>Metal</i>	Beech 33 Series (Continental)		X	
TEXTRON AVIATION Inc.	35-33	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	35-A33	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	35-B33	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	35-C33	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	35-C33A	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	H35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	J35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	K35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	M35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	N35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	P35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	S35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	V35	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	V35A	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	V35B	<i>Metal</i>	Beech 35 Series (Continental)		X	
TEXTRON AVIATION Inc.	36	<i>Metal</i>	Beech 36 Series (Continental)		X	
TEXTRON AVIATION Inc.	A36	<i>Metal</i>	Beech 36 Series (Continental)		X	
TEXTRON AVIATION Inc.	A36TC	<i>Metal</i>	Beech 36 Series (Continental)		X	
TEXTRON AVIATION Inc.	B36TC	<i>Metal</i>	Beech 36 Series (Continental)		X	



TEXTRON AVIATION Inc.	G36	Metal	Beech 36 Series (Continental)		X	
TEXTRON AVIATION Inc.	D55	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	D55A	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	E55	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	E55A	Metal	Beech 55 Series (Continental)			X
TEXTRON AVIATION Inc.	56TC	Metal	Beech 56 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A56TC	Metal	Beech 56 Series (Lycoming)			X
TEXTRON AVIATION Inc.	58	Metal	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	58A	Metal	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	G58	Metal	Beech 58 Series (Continental)			X
TEXTRON AVIATION Inc.	65	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	70	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-80	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-88	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-A80	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-A80-8800	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	65-B80	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A65	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	A65-8200	Metal	Beech 65-80 Series (Lycoming)			X
TEXTRON AVIATION Inc.	95-B55	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-B55A	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-B55B	Metal	Beech 95 Series (Continental)			X
TEXTRON AVIATION Inc.	95-C55	Metal	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)		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)		X	
TEXTRON AVIATION Inc	B95A	<i>Metal</i>	Beech 95 Series (Lycoming)		X	
TEXTRON AVIATION Inc	D95A	<i>Metal</i>	Beech 95 Series (Lycoming)		X	
TEXTRON AVIATION Inc	E95	<i>Metal</i>	Beech 95 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	175	<i>Metal</i>	Cessna 175 Series (Continental)		X	
TEXTRON AVIATION Inc.	175A	<i>Metal</i>	Cessna 175 Series (Continental)		X	
TEXTRON AVIATION Inc.	175B	<i>Metal</i>	Cessna 175 Series (Continental)		X	
TEXTRON AVIATION Inc.	175C	<i>Metal</i>	Cessna 175 Series (Continental)		X	
TEXTRON AVIATION Inc.	177	<i>Metal</i>	Cessna 177 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	177A	<i>Metal</i>	Cessna 177 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	177B	<i>Metal</i>	Cessna 177 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	177RG	<i>Metal</i>	Cessna 177 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	180	<i>Metal</i>	Cessna 180 Series (Continental)		X	
TEXTRON AVIATION Inc.	180A	<i>Metal</i>	Cessna 180 Series (Continental)		X	
TEXTRON AVIATION Inc.	180B	<i>Metal</i>	Cessna 180 Series (Continental)		X	
TEXTRON AVIATION Inc.	180C	<i>Metal</i>	Cessna 180 Series (Continental)		X	
TEXTRON AVIATION Inc.	180D	<i>Metal</i>	Cessna 180 Series (Continental)		X	
TEXTRON AVIATION Inc.	180E	<i>Metal</i>	Cessna 180 Series (Continental)		X	
TEXTRON AVIATION Inc.	180F	<i>Metal</i>	Cessna 180 Series (Continental)		X	



TEXTRON AVIATION Inc.	180G	<i>Metal</i>	Cessna 180 Series (Continental)	X
TEXTRON AVIATION Inc.	180H	<i>Metal</i>	Cessna 180 Series (Continental)	X
TEXTRON AVIATION Inc.	180J	<i>Metal</i>	Cessna 180 Series (Continental)	X
TEXTRON AVIATION Inc.	180K	<i>Metal</i>	Cessna 180 Series (Continental)	X
TEXTRON AVIATION Inc.	185	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	185A	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	185B	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	185C	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	185D	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	185E	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	A185E	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	A185F	<i>Metal</i>	Cessna 185 Series (Continental)	X
TEXTRON AVIATION Inc.	188	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	188A	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	188B	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	A188	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	A188A	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	A188B	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	T188C	<i>Metal</i>	Cessna 188 (Continental)	X
TEXTRON AVIATION Inc.	206	<i>Metal</i>	Cessna 206 Series (Continental)	X
TEXTRON AVIATION Inc.	P206	<i>Metal</i>	Cessna 206 Series (Continental)	X
TEXTRON AVIATION Inc.	P206A	<i>Metal</i>	Cessna 206 Series (Continental)	X
TEXTRON AVIATION Inc.	P206B	<i>Metal</i>	Cessna 206 Series (Continental)	X



TEXTRON AVIATION Inc.	P206C	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	P206D	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	P206E	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TP206A	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TP206B	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TP206C	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TP206D	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TP206E	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206A	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206B	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206C	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206D	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206E	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206F	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	TU206G	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206A	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206B	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206C	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206D	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206E	<i>Metal</i>	Cessna 206 Series (Continental)	X	
TEXTRON AVIATION Inc.	U206F	<i>Metal</i>	Cessna 206 Series (Continental)	X	



TEXTRON AVIATION Inc.	U206G	<i>Metal</i>	Cessna 206 Series (Continental)		X	
TEXTRON AVIATION Inc.	206H	<i>Metal</i>	Cessna 206 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	T206H	<i>Metal</i>	Cessna 206 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	207	<i>Metal</i>	Cessna 207 Series (Continental)		X	
TEXTRON AVIATION Inc.	207A	<i>Metal</i>	Cessna 207 Series (Continental)		X	
TEXTRON AVIATION Inc.	T207	<i>Metal</i>	Cessna 207 Series (Continental)		X	
TEXTRON AVIATION Inc.	T207A	<i>Metal</i>	Cessna 207 Series (Continental)		X	
TEXTRON AVIATION Inc.	210	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210-5 (205)	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210-5A (205A)	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210A	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210B	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210C	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210D	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210E	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210F	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210G	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210H	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210J	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210K	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210L	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210M	<i>Metal</i>	Cessna 210 Series (Continental)		X	
TEXTRON AVIATION Inc.	210N	<i>Metal</i>	Cessna 210 Series (Continental)		X	



TEXTRON AVIATION Inc.	210R	<i>Metal</i>	Cessna 210 Series (Continental)		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
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	Metal	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	E310H	Metal	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	E310J	Metal	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	T310P	Metal	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	T310Q	Metal	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	T310R	Metal	Cessna 310/320 Series (Continental)			X
TEXTRON AVIATION Inc.	321	Metal	Cessna 321 (Continental)		X	
TEXTRON AVIATION Inc.	335	Metal	Cessna 335 (Continental)			X
TEXTRON AVIATION Inc.	336	Metal	Cessna 336 (Continental)		X	
TEXTRON AVIATION Inc.	340	Metal + Pressurised	Cessna 340 (Continental)			X
TEXTRON AVIATION Inc.	340A	Metal + Pressurised	Cessna 340 (Continental)			X
TEXTRON AVIATION Inc.	LC40-550FG	Composite	Cessna C300/C350/C400 (Continental)		X	
TEXTRON AVIATION Inc.	LC41-550FG	Composite	Cessna C300/C350/C400 (Continental)		X	
TEXTRON AVIATION Inc.	LC42-550FG	Composite	Cessna C300/C350/C400 (Continental)		X	
TEXTRON AVIATION Inc.	T240	Composite	Cessna C300/C350/C400 (Continental)		X	
TEXTRON AVIATION Inc.	P210N	Metal + Pressurised	Cessna P210 (Continental)		X	
TEXTRON AVIATION Inc.	P210R	Metal + Pressurised	Cessna P210 (Continental)		X	
TEXTRON AVIATION Inc.	T210F	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210G	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210H	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210J	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210K	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210L	Metal	Cessna T210 (Continental)		X	



TEXTRON AVIATION Inc.	T210M	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210N	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T210R	Metal	Cessna T210 (Continental)		X	
TEXTRON AVIATION Inc.	T303	Metal	Cessna T303 (Continental)			X
TEXTRON AVIATION Inc.	150	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150A	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150B	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150C	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150D	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150E	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150F	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150G	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150H	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150J	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150K	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150L	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	150M	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	A150K	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	A150L	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	A150M	Metal	Cessna/Reims-Cessna 150/F150 Series (Continental)		X	
TEXTRON AVIATION Inc.	152	Metal	Cessna/Reims-Cessna 152/F152 Series (Lycoming)		X	



TEXTRON AVIATION Inc.	A152	Metal	Cessna/Reims-Cessna 152/F152 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172A	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172B	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172C	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172D	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172E	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172F	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172G	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172H	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	P172D	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	R172E	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	R172F	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	R172G	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	R172H	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	R172J	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	R172K	Metal	Cessna/Reims-Cessna 172/F172 Series (Continental)		X	
TEXTRON AVIATION Inc.	172I	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172K	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172L	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172M	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172N	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	



TEXTRON AVIATION Inc.	172P	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172Q	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172R	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172RG	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	172S	Metal	Cessna/Reims-Cessna 172/F172 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	182	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182A	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182B	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182C	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182D	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182E	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182F	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182G	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182H	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182J	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182K	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182L	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182M	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182N	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182P	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	182Q	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	



TEXTRON AVIATION Inc.	182R	Metal	Cessna/Reims-Cessna 182/F182 Series (Continental)		X	
TEXTRON AVIATION Inc.	R182	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	T182T	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	182S	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	182T	Metal	Cessna/Reims-Cessna 182/F182 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	T337H-SP	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	
TEXTRON AVIATION Inc.	337A	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	
TEXTRON AVIATION Inc.	337B	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	
TEXTRON AVIATION Inc.	337C	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	
TEXTRON AVIATION Inc.	337D	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	
TEXTRON AVIATION Inc.	337E	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337F	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337G	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	337H	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	M337B	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	



TEXTRON AVIATION Inc.	T337B	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)		X	
TEXTRON AVIATION Inc.	T337C	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337D	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337E	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337F	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337G	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T337H	Metal	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	P337H	Metal + Pressurised	Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)			X
TEXTRON AVIATION Inc.	T182	Metal	Cessna/Reims-Cessna T182 Series (Lycoming)		X	
TEXTRON AVIATION Inc.	TR182	Metal	Cessna/Reims-Cessna T182 Series (Lycoming)		X	
THRUSH AIRCRAFT	S2R	Metal	Thrush S2R Series (PW R1340)	The Model S2R also designated as S-2R or S2-R.		X
THRUSH AIRCRAFT	S2R-R3S	Metal	Thrush S2R (Wsk PZL-3S)			X
THRUSH AIRCRAFT	S2R-R1340	Metal	Thrush S2R Series (PW R1340)			X
THRUSH AIRCRAFT	S2R-R1820	Metal	Thrush S2R Series (Wright R-1820)			X
TOMARK, s.r.o.	Viper SD-4 RTC	Metal	Tomark Viper SD-4 (Rotax)	Restricted TC.	X	
TOMARK, s.r.o.	Viper SD-4 Night-VFR	Metal	Tomark Viper SD-4 (Rotax)	Restricted TC.	X	



TRUE FLIGHT Holdings	AA-1	Metal	Grumman/American AA-1 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AA-1A	Metal	Grumman/American AA-1 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AA-1B	Metal	Grumman/American AA-1 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AA-1C	Metal	Grumman/American AA-1 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AA-5	Metal	Grumman/American AA-5 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AA-5A	Metal	Grumman/American AA-5 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AA-5B	Metal	Grumman/American AA-5 Series (Lycoming)		X	
TRUE FLIGHT Holdings	AG-5B	Metal	Grumman/American AA-5 Series (Lycoming)		X	
TWIN COMMANDER AIRCRAFT Corporation	500A	Metal	Twin Commander 500 Series (Continental)			X
TWIN COMMANDER AIRCRAFT Corporation	500	Metal	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	520	Metal	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	560	Metal	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	500B	Metal	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	500S	Metal	Twin Commander 500 Series (Lycoming)			X
TWIN COMMANDER AIRCRAFT Corporation	500U	Metal	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 AIRCRAFT Corporation	560F	<i>Metal</i>	Twin Commander 600 Series (Lycoming)			X
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'	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.68 'Victor'	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.68B 'Victor'	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.68C	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.68C-TC	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.68R 'Victor'	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.68TC 'Observer'	Metal	Vulcanair P.68 Series (Lycoming)		X	
VULCANAIR	P.64 'Oscar'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)		X	
VULCANAIR	P.64B 'Oscar 200'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)		X	
VULCANAIR	P.64B 'Oscar B 1155'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)		X	
VULCANAIR	P.64B 'Oscar B'	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)		X	
VULCANAIR	VULCANAIR V1.0 (formerly P.64B 'OSCAR B 1155')	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)			
VULCANAIR	VULCANAIR V1.1 (formerly P.64B 'Oscar 200')	Metal	Vulcanair P.64 series/V1.0/V1.1 (Lycoming)			
VULCANAIR	P.66B 'Oscar 100'	Metal	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)		X	
VULCANAIR	P.66B 'Oscar 150'	Metal	Vulcanair P.66 series/V1.100L/V1.150L/V1.C L (Lycoming)		X	
VULCANAIR	P.66C 'CHARLIE'	Metal	Vulcanair P.66 series/V1.100L/V1.150L/V1.CL (Lycoming)		X	



VULCANAIR	VULCANAIR V1.100L (formerly P.66B 'Oscar 100')	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)			
VULCANAIR	VULCANAIR V1.150L (formerly P.66B 'Oscar 150')	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)			
VULCANAIR	VULCANAIR V1.CL (formerly P.66C 'Charlie')	Metal	Vulcanair P.66 series/ V1.100L/V1.150L/V1.CL (Lycoming)			
WACO Aircraft Company	YMF F5	Wood + Metal tubing Fabric	Waco YMF (Jacobs)		X	
WACO Aircraft Company	YMF F5C	Wood + Metal tubing Fabric	Waco YMF (Jacobs)		X	
WACO Classic Aircraft Corp	2T-1A-1	Wood + Metal tubing Fabric	Waco 2T Series (Lycoming)		X	
WACO Classic Aircraft Corp	2T-1A-2	Wood + Metal tubing Fabric	Waco 2T Series (Lycoming)		X	
WASSMER (Aircraft with SAS)	CE 43	Metal	CERVA CE43 (Lycoming)		X	
WASSMER (Aircraft with SAS)	WA 4/21	Wood + Metal tubing Fabric	WA4/21 Series (Lycoming)		X	
WASSMER (Aircraft with SAS)	WA 4/21/250 'Super 4/21'	Wood + Metal tubing Fabric	WA4/21 Series (Lycoming)		X	
WASSMER (Aircraft with SAS)	WA 40 A	Wood + Metal tubing Fabric	WA40 Series (Lycoming)		X	
WASSMER (Aircraft with SAS)	WA 40 'SUPER IV'	Wood + Metal tubing	WA40 Series (Lycoming)		X	



		<i>Fabric</i>				
WASSMER (Aircraft with SAS)	WA 40 B 'Super IV Sancy'	<i>Wood + Metal tubing Fabric</i>	WA40 Series (Lycoming)			X
WASSMER (Aircraft with SAS)	WA 41 'Baladou'	<i>Wood + Metal tubing Fabric</i>	WA41 (Lycoming)			X
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF 3	<i>Wood</i>	RF 3 (Rectimo)			X
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF 4	<i>Wood</i>	RF 4 (VW)			X
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF 47	<i>Wood</i>	RF 47 (Limbach)			X

WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF.6.B. 100	<i>Wood</i>	RF 6B (Continental)			X
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF.6.B. 120	<i>Wood</i>	RF 6B (Lycoming)			X
WITHOUT TC HOLDER - ORPHANED (ex Fournier, René)	RF.6.B. 90	<i>Wood</i>	RF 6B (Lycoming)			X
XtremeAir GmbH	XA41	<i>Composite</i>	XtremeAir XA42 (Lycoming)			X
XtremeAir GmbH	XA42	<i>Composite</i>	XtremeAir XA42 (Lycoming)			X
YAKOVLEV (Aircraft with SAS)	YAK-18T	<i>Metal</i>	Yakovlev YAK-18T (Vedeneyev)			X
ZAKŁADY LOTNICZE	EM-11C ORKA	<i>Composite</i>	EM-11 (Lycoming)			X
ZENAIR LTD	CH 2000	<i>Metal</i>	Zenair CH2000 (Lycoming)			X



ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 L	<i>Metal</i>	Zlin Z-143 L (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 Lsi	<i>Metal</i>	Zlin Z-143 L (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 242 L	<i>Metal</i>	Zlin Z-242 L (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126 T	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 A	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 B	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 M	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 MS	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 T	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 A	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 M	<i>Metal</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	



ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 A	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS-V	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 F	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 M	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726 K	<i>Metal + Metal tubing & fabric</i>	Zlin Z-26 Series (Walter Minor/AVIA)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142	<i>Metal</i>	Zlin Z-42 Series (LOM)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142 C	<i>Metal</i>	Zlin Z-42 Series (LOM)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 M	<i>Metal</i>	Zlin Z-42 Series (LOM)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 MU	<i>Metal</i>	Zlin Z-42 Series (LOM)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 43	<i>Metal</i>	Zlin Z-43 Series (LOM)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 M	<i>Metal</i>	Zlin Z-50 Series (LOM)		X	



ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 L	<i>Metal</i>	Zlin Z-50L Series (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LA	<i>Metal</i>	Zlin Z-50L Series (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LS	<i>Metal</i>	Zlin Z-50L Series (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LX	<i>Metal</i>	Zlin Z-50L Series (Lycoming)		X	
ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 L	<i>Metal</i>	Zlin Z-526 L (Lycoming)		X	



STCs in GROUP 3 AEROPLANES

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



BARBARA AND ROBERT WILLIAMS (STC)	A150K	Metal	Cessna 150 Series (Lycoming)	. STC No 10015952	X	
BARBARA AND ROBERT WILLIAMS (STC)	A150L	Metal	Cessna 150 Series (Lycoming)	. STC No 10015952	X	
CEAPR (STC)	DR 400/120 D	Wood	Robin DR 400 (Thielert)	. STC No 10014219	X	
CEAPR (STC)	DR 400/140 B	Wood	Robin DR 400 (Thielert)	. STC No 10014219	X	
CEAPR (STC)	DR 400/180 R	Wood	Robin DR 400 (Thielert)	. STC No 10014219	X	
CEAPR (STC)	DR 400/200 R	Wood	Robin DR 400 (Thielert)	. STC No 10014219	X	
CEAPR (STC)	DR 400/RP	Wood	Robin DR 400 (Thielert)	. STC No 10014219	X	
HOFFMANN GmbH & Co. KG (STC)	150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
HOFFMANN GmbH & Co. KG (STC)	A150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
HOFFMANN GmbH & Co. KG (STC)	F150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
HOFFMANN GmbH & Co. KG (STC)	FA150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
LTB SAMMET GmbH (STC)	150D	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150E	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150F	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150G	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	



LTB SAMMET GmbH (STC)	150H	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150J	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150K	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150L	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	150M	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	A150L	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150G	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150H	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150J	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150K	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150L	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	F150M	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
LTB SAMMET GmbH (STC)	FA150K	Metal	Cessna 150 (Rotax)	. STC No 10015134	X	
PORSCHE AG (STC)	182Q	Metal	Cessna 182Q/F182Q (Porsche)		X	
PORSCHE AG (STC)	F182Q	Metal	Cessna 182Q/F182Q (Porsche)		X	



SAFRAN ENGINES SAS (STC)	182M	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SAFRAN ENGINES SAS (STC)	182N	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SAFRAN ENGINES SAS (STC)	182P	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SAFRAN ENGINES SAS (STC)	182Q	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SAFRAN ENGINES SAS (STC)	182R	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SAFRAN ENGINES SAS (STC)	F182P	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SAFRAN ENGINES SAS (STC)	F182Q	Metal	Cessna 182/F182 Series (SMA)	STC No 10013975		
SMA ENGINES INC. (STC)	182Q	Metal	Cessna 182/F182 Series (SMA)	STC No 10016495	X	
SMA ENGINES INC. (STC)	182R	Metal	Cessna 182/F182 Series (SMA)	STC No 10016495	X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	A150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	F150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
SPERL TECHNIK & ENTWICKLUNGEN (STC)	FA150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
TECHNIFY MOTORS GmbH (STC)	172F	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172G	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	



TECHNIFY MOTORS GmbH (STC)	172H	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172I	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172K	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172L	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172M	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172N	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172P	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172R	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	172S	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172F	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172G	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172H	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172K	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172L	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	



TECHNIFY MOTORS GmbH (STC)	F172M	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172N	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	F172P	Metal	Cessna 172/F172 (Technify)	. STC No 10014287	X	
TECHNIFY MOTORS GmbH (STC)	T206H	Metal	Cessna 206 (Technify)	STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	TU206F	Metal	Cessna 206 (Technify)	STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	TU206G	Metal	Cessna 206 (Technify)	STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206F	Metal	Cessna 206 (Technify)	STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206G	Metal	Cessna 206 (Technify)	STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	U206H	Metal	Cessna 206 (Technify)	STC No 10014500	X	
TECHNIFY MOTORS GmbH (STC)	SR22	Composite	Cirrus SR22 (Technify)	STC	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-140	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-150	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-151	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-160	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	



TECHNIFY MOTORS GmbH (STC)	PA-28-161	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-180	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	
TECHNIFY MOTORS GmbH (STC)	PA-28-181	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	. STC No 10014364	X	

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

GROUP 4 GAS AIRSHIPS		
TC Holder	Mode l	Not e
AMERICAN BLIMP CORPORATION	A-1-50	
AMERICAN BLIMP CORPORATION	A-1-70	
AMERICAN BLIMP CORPORATION	A-60	
AMERICAN BLIMP CORPORATION	A-60+	
CAMERON BALLOONS LIMITED	DG-14	
WDL LUFTSCHIFFGESELLSCHAFT MBH	P 4360 A	
WDL LUFTSCHIFFGESELLSCHAFT MBH	WDL I	
WDL LUFTSCHIFFGESELLSCHAFT MBH	WDL I B	

GROUP 4 HOT-AIR AIRSHIPS

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



APPENDIX II to AMC to CAR 66 : AIRCRAFT TYPE PRACTICAL EXPERIENCE AND ON-JOB-EXPERIENCE– LIST OF TASKS

Time limits/Maintenance checks

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

Dimensions/Areas

- Locate components(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 dock.
- Secure rotor blades.

Placards and Marking

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



Servicing

Refuel aircraft. Defuel aircraft.
Carry out tank to tank fuel transfer.
Check/adjust tire pressures.
Check/replenish oil level.
Check/replenish hydraulic fluid level.
Check/replenish accumulator pressure.
Charge pneumatic system.
Grease aircraft.
Connect ground power.
Service toilet/potable water system.
Perform preflight/daily check.

Vibration and Noise Analysis

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

Air Conditioning

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

Auto flight

Install servos.
Rig bridle cables.
Replace controller.
Replace amplifier.
Replacement of the auto flight system LRUs for fly-by-wire aircraft.
Check operation of auto-pilot.
Check operation of auto-throttle/auto-thrust.
Check operation of yaw damper.
Check and adjust servo clutch.
Perform autopilot gain adjustments.



Perform mach trim functional check.
Troubleshoot faulty system.
Check autoland system.
Check flight management systems.
Check stability augmentation system.

Communications

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

Electrical Power

Charge lead/acid battery.
Charge Ni-Cad battery.
Check battery capacity.
Deep-cycle Ni-Cad battery.
Replace integrated drive/generator/alternator.
Replace switches.
Replace circuit breakers.
Adjust voltage regulator.
Change voltage regulator.
Amend electrical load analysis report.
Repair/replace electrical feeder cable.
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 uplock/downlock assembly.
Replace shimmy damper.
Rig nose wheel steering.
Functional test of the nose wheel steering system.
Replace shock strut seals.
Servicing of shock strut.
Replace brake unit.
Replace brake control valve.
Bleed brakes.
Replace brake fan.
Test anti skid unit.
Test gear retraction.
Change bungees.
Adjust micro switches/sensors.
Charge struts with oil and air.
Troubleshoot faulty system.
Test auto-brake system.
Replace rotorcraft skids.
Replace rotorcraft skid shoes.
Pack and check floats.
Flotation equipment.
Check/test emergency blowdown (emergency landing gear extension).
Operational test of the landing gear doors.

Lights

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



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

Navigation

Calibrate magnetic direction indicator.
Replace airspeed indicator.
Replace altimeter.
Replace air data computer.
Replace VOR unit.
Replace ADI.
Replace HSI.
Check pitot static system for leaks.
Check operation of directional gyro.
Functional check weather radar.
Functional check doppler.
Functional check TCAS.
Functional check DME.
Functional check ATC Transponder.
Functional check flight director system.
Functional check inertial nav system.
Complete quadrantal error correction of ADF system.
Update flight management system database.
Check calibration of pitot static instruments.
Check calibration of pressure altitude reporting system.
Troubleshoot faulty system.
Check marker systems.
Compass replacement direct/indirect.
Check Satcom.
Check GPS.
Test AVM.

Oxygen

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

Pneumatic systems

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



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

Vacuum systems

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

Water/Waste

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

Central Maintenance System

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

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.
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
Operational test of the APU.



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			

Tasks	Balloon	Airship
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	Hot air	Gas	Tethered gas	Hot air	Gas
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	
Tasks	Balloon			Airship	



	Hot air	Gas	Tethered gas	Hot air	Gas
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					



Tasks	Balloon			Airship	
	Hot air	Gas	Tethered gas	Hot air	Gas
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 to AMC to CAR 66 : EVALUATION OF THE COMPETENCE ASSESSMENT AND ASSESSORS

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

1. What does “competence” mean and areas of focus for assessment

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

- Knowledge;
- Skills;
- Attitude.

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

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

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

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

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

- Environmental awareness (act safely, apply safety precautions and prevent dangerous situations);
- Systems integration (demonstrate understanding of aircraft systems interaction – identify, describe, explain, plan, execute);



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

2. How to assess

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

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

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

- What are the success factors for the job?
- What are typical characteristics of a correct behavior for the task?
- What criteria should be observed?
- What level of expertise is expected?
- Is there any standard available?
- What is the pass mark? For example:
 - “Go-no go” situation;
 - How to allocate points? Minimum amount to succeed;



- “Must know or execute” versus “Good to know or execute” versus “Don’t expect the candidate to be an expert”.
- Minimum or maximum time to achieve? Use time effectively and efficiently.
- What if the trainee fails? How many times is the trainee allowed to fail?
- When and how should the trainee be prepared for the assessment?
- What proportion of judgment by the instructor out of collaboration with the trainee is needed during the evaluation stage?

The assessment may be:

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

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

- Develop the self-assessment habits;
- Make the assessment more acceptable and understandable to both parties.

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

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

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



APPENDICES TO GMs TO CAR 66

APPENDIX I to GM 66.50 (Limitations)

1. Detailed in the following table is a list of current limitations applicable to the holder of a GCAA CAR 66 licence. The table contains information on the basis for these limitations, the implications to the scope of the certifying engineer's responsibilities and details of how they may be removed.
2. For those wanting to remove limitations and hold a non-restricted CAR 66 licence, it will be necessary for the applicant to sit the appropriate examination, and where necessary, demonstrate appropriate experience relevant to the knowledge required to remove the limitation. The process for removal of limitations given below only refers to the specific limitation stated and does not address the removal of a combination of limitations.
3. Licence holders must apply for the removal of all limitations from the basic category in a single application.
4. The addition of another category (B1-2, B2 etc) to a CAR 66 licence will requires the applicant to remove the limitations applied to their existing licence prior to the addition being granted. However, the existing licence may be extended with an additional type rating without the need to lift the limitations. Any new type added would have the same limitations added that apply to the basic licence categories.
5. Where a limitation is shown against the basic licence category, the limitation also applies to the type rating.



Limitation No		Reason/applicability	Implications	Requirements for removal of limitation
1.	Excluding electrical power generation & distribution system.	Applied to both B1 and B2 licence holders who did not already hold GCAA 'X' Electrical, or held no Certification privileges on aircraft below 5700kg.	No privileges to certify electrical work including removal/replacement/testing of any electrical component such as pressure transducers, heat sensing etc.	For Basic; Part exams in modules 3 (3.9 – 3.18), 7 (7.7), 11 (11.5, 11.6 and 11.14) plus full module 4. Plus Experience. (90 days minimum) For Type; Training on all mechanical/electrical systems to level 3 for B1. Training on all avionic electrical systems for B2. Plus experience (90 days minimum).
2.	Excluding instrument systems, INS/IRS and flight director systems.	Applied to B2 licence holders where GCAA "X" Instruments was not already held.	No privileges to certify instrument systems or flight directors in autopilot systems. This is in addition to limitations 3 & 4.	Limitation 2 not issued in isolation. Examination requirements to remove limitation are incorporated with other associated limitations.
3.	Excluding autopilot systems on Aeroplanes.	Applied to B2 licence where GCAA "X" Autopilot Aeroplanes was not already held.	No privileges to certify autopilot systems on Aeroplanes.	Limitation 3 not issued in isolation. Examination requirements to remove limitation are incorporated with other associated limitations.
4.	Excluding autopilot systems on helicopters.	Applied to B2 licence only where GCAA "X" autopilot rotorcraft was not already held.	No privileges to certify autopilot systems on Rotorcraft.	Examination in Part Module 13 (13.1, 13.3) required. No experience requirement.
5.	Excluding automatic landing and auto-throttle systems on aeroplanes.	Applied to B2 licence only where GCAA Combined category was not already held.	No privileges to certify auto-land and auto-throttle systems.	Examination in Part Module 13 (13.3,) 13.20, 13.21 and 13.22 for basic, and the appropriate systems for type rating. Plus experience (90 days minimum).



6.	Excluding radio Comm/Nav and radar systems.	Applied to a B2 licence where GCAA Radio Comm/Nav and Radio Radar were not already held.	No privilege to certify Comm/Nav/Radio/Radar Systems.	Examination in Part Module 13 (13.4, 13.6 13.8, 13.20, 13.21 and 13.22,) for basic, and the appropriate systems for type rating. Plus experience (180 days minimum).
7.	Excluding radio radar system.	Applied to a B2 licence where GCAA Radio Radar was not already held.	No privileges to certify Primary or Secondary Radar systems.	Examination in Part Module 13 (13.4, 13.20, 13.21 and 13.22) for basic, and the appropriate systems for type rating. Plus experience. (90 days minimum).
8.	NOT IN USE			
9.	Excluding avionics LRUs.	Applied to a B1 licence where an avionic extension authorisation was not already held.	No privilege to certify Avionics Systems.	Examination in full Module 5. For type rating, training in the avionics disciplines of the appropriate type course. Plus experience (10 days minimum).
10.	Excluding airframe.	Applied to B1 licence where GCAA 'Aeroplanes' or 'Rotorcraft' licence was not already held.	No privilege to certify Airframe Structure or Mechanical systems.	For Basic: Examination in Module 11A for B1.1 Module 11B for B1.2 Plus experience. (180 days minimum) For type rating; training in the airframe and systems elements of appropriate type. For a group rating oral examination on the aircraft groups or sub groups.



11.	Excluding engine.	Applied to B1 licence where GCAA 'Engine' licence was not already held.	No privileges to certify engine or engine/airframe interface.	For Basic; Examination in Module 15 and 17 for B1.1 Module 16 and 17 for B1.2 Plus experience. (180 days minimum) For type rating; training in the engine and airframe/engine interface or for non-complex types, oral examination.
12.	Excluding all pressurised Aeroplanes.	Applied to B1.2 licence where GCAA 'Airframe' licence excluded pressurised aeroplane structures.	No privileges to certify pressurised aeroplanes structures within any type-rating group.	Full module 11A for Category B1. 1 Full Module 11B for Category B1.2 Plus experience. (180 days minimum) For type rating; for non-complex types, oral examination.
13.	NOT IN USE			
14.	Excluding pressurised aeroplanes above 5700kg MTOM.	Applied to B1 licence where GCAA Aeroplanes 2 licence was not previously held.	No privileges to certify the structure or mechanical systems on aeroplanes with MTOA of >5700kg.	Examination in Part Module 11A (11.2, 11.3 and 11.4). Plus appropriate experience (180 days minimum).
15.	Excluding supercharged piston engines in aeroplanes.	Applied to B1.2 licence where GCAA engine licence excluded supercharged engines and variable pitch propellers.	No privileges to certify supercharged / turbocharged piston engines or Variable pitch propellers.	Examination in Part Module 16 (16.7) plus appropriate experience (90 days minimum).
16.	Excluding navigational and Electronic instrument systems, FDR, GPWS and vibration monitoring systems.	Applied to B2 licence where GCAA 'X' Instrument licence was not already held.	No privileges to certify electronic instrument systems, FDR. GPWS or vibration monitoring equipment.	Examination in Part Module 13 (13.4, 13.6 and 13.8,13.20, 13.21 and 13.22) plus appropriate experience (90 days minimum) for basic licence and completion of appropriate type training for type rating.
17.	Excluding radio-coupled autopilot systems in aeroplanes.	Applied to B2 licence where GCAA 'X' Autopilot Aeroplanes was not already held.	No privilege to certify radio-coupled autopilot systems on aeroplanes.	Examination in Part Module 13 (13.3, 13.20, 13.21 and 13.22) plus appropriate experience (30 days minimum) For type rating; training in the radio-coupled autopilot systems appropriate to type.
18.	Excluding radio coupled autopilot systems in helicopters.	Applied to B2 licence where GCAA 'X' Autopilot Helicopters was not already held.	No privilege to certify radio- coupled autopilot systems on rotorcraft.	Examination in Part Module 13 (13.3) and appropriate experience (30 days minimum) For type rating, training in the radio coupled autopilot systems appropriate to type.



19.	Excluding all tasks with the exception of compass compensation and adjustment only.	To be deleted	To be deleted	To be deleted
20.	Excluding propeller-turbine engines.	Applied to Category B1.1 licence where a GCAA engine licence excluded 'Turbo propeller engines'.	No privilege to certify propeller, propeller controls or engine/propeller interface.	Examination in full Module 17. For type rating completion of appropriate type training.
21.	Excluding all tasks with the exception of minor scheduled line maintenance up to and including daily inspections.	Applied to any Category A licence where no licence had been previously held.	No privilege to certify rectification of defects, fault diagnosis.	Examination in all of the modules associated with Category A licence.
22.	Excluding all tasks with the exception of cabin maintenance tasks.	Applied to any Category A licence where no licence had been previously held.	No privileges to certify rectification of defects, fault diagnosis, except for cabin maintenance.	Examination in all of the modules associated with Category A licence.
23.	Excluding all tasks with the exception of DC electrical components in mechanical systems.	Applied to category B1 licence where no GCAA 'X' Electrical licence was already held.	No privileges to certify avionic /electrical systems.	Examination in Part Module 3 (3.9 – 3.18), 7 (7.7) and 11A or 11B (11.5, 11.6 and 11.14), full Modules 4 and 5, plus appropriate experience. For type rating completion of appropriate type training.
24.	Excluding all systems with the exception of LRUs within In Flight Entertainment (IFE) systems.	Applied to a Category A licence where no GCAA licence was already held.	No privileges to certify rectification of defects, fault diagnosis, except for IRUs associated with IFE.	Examination in all of the modules associated with Category A licence.
25.	Excluding AC electrical systems on aircraft above 5700kg MTOM, with the exception of component Changes that do not require specialist test equipment to prove serviceability.	Applied to Category B1 licence where no GCAA 'X' Electrical held.	No privileges to certify AC electrical systems on aircraft >5700kg.	Examination in full Module 4, Part Modules 3 (3.9 – 3.18), 7(7.7) and 11 (11.5, 11.6 and 11.14) plus appropriate experience (90 days minimum) For type rating completion of the electrical element of all mechanical systems to level III.



26.	Excluding avionic LRU replacement and BITE checks on aircraft above 5700kg MTOM.	Applied to Category B1 licence holders where no GCAA 'Avionic' licence held except where limited avionic system authorisation under AWN 3 had been issued.	No privileges to certify avionic systems on aircraft > 5700kg.	Examination in Module 5 plus experience (10 days minimum) For type rating completion of appropriate type training.
27.	Excluding antenna and antenna Feeder Systems relating to radio and radar systems.	Applied to B2 licence holders where no GCAA licence held.	No certification privileges for antenna systems associated with Radio/Radar.	No conversion examinations. Specific company scheme applies.
28.	Excluding maintenance tasks on wooden structures and fabric coverings.	Applied to CAR 66 category B1 licences where no GCAA licence held for wood and fabric aircraft.	No privilege to certify wood and fabric structured aircraft.	Examination in Part Module 6 (6.3.2 and 6.3.3). For type rating; for non-complex types, oral examination.
29.	Excluding compass compensation and adjustment.	Applied to Category B1/B2 licence where no GCAA 'X' compass held.	No privilege to certify compass compensation and adjustment.	Examination in Part Module 13 (13.8).