Democratic Socialist Republic of Sri Lanka

Civil Aviation Authority of Sri Lanka

Implementing Standards

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

Title: Personnel Licensing Requirements -Aircraft Maintenance Licence

Reference No. : IS - 66 **S.N**. : SLCAIS 066 **Date** : 01st November 2017

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 which is hereinafter referred to as the CAA Act, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the purpose of giving effect to any of the provisions of the Civil Aviation Act, any regulations or rules made thereunder including the Articles of the Convention on International Civil Aviation which are specified in the Schedule to the CAA Act.

Accordingly, the undersigned being the Director General of Civil Aviation do hereby issue the Implementing Standards on **Personnel Licensing Requirements- Aircraft Maintenance Licence** as mentioned in the Attachment hereto, elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices on 'Aircraft Maintenance Licence', contained in Chapter 4, 4.2 of the ICAO Annex 1- "Personnel Licensing".

This Implementing Standard shall be effective on 08.03.2018 and will be applicable on 01.04.2018 and it will replace the Implementing Standard 66, 01st Ed., Rev. 00.

Attention is also drawn to Section 103 of the Act, and section A of guidance material of the IS 66 which states inter alia that failure to comply with the Implementing Standard is an offence.

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Enclosure: Attachment no. IS - 66

Implementing Standards

IS-66: Personnel Licensing Requirements – Aircraft Maintenance Licence

01. GENERAL

a) The requirement contained in IS-66 PART I, of European Aviation Safety Agency requirements, which is hereinafter referred to as EASA Part – 66 & South Asian Regional Initiative Part 66 (SARI Part 66), Issue No 2, supplements this Implemnting Standard.
b) This IS PART I , requirements for Issuance of Aircraft Maintenance License has been developed to address issuance of license of personnel involved in the maintenance of large aircraft or of aircraft used for commercial air transport, and components intended for fitment thereto.
c) All applicants for Aircraft Maintenance Licence or Ratings issued by the DGCA Sri Lanka shall conform to the requirements specified in the IS-66 hereto and an applicant shall, before being issued with Aircraft Maintenance Licence or Rating, meet such requirements as specified for that licence or rating.
d) The document may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.
e) Refer existing Aviation Safety Notice 084 and Aviation Safety Notice 094 until they are replace by Implementing Standard 147 (SLCAIS: 065 applicable on 01st December 2018) and Implementing Standard 145 (SLCAIS: 056 applicable on 01st October 2018) respectively.

02. APPLICABILITY

The requirements contained in this document are applicable to
a) All related Approved Training Schools for AML.
b) Approved Maintenance Organizations.
c) All Aircraft Maintenance Licence Holders.

03. ORGANIZATION OF THE IMPLEMENTING STANDARDS

This Implementing Standard is divided in two parts;

PART I - Personnel Licensing Requirements –Aircraft Maintenance Licence

PART II- General Provisions and the Requirements to render valid an Aircraft Maintenance Licence and Ratings (Foreign Licence Validation Certificate for AML)

PART I is organized in the following manner;
a) Section A – The requirements that needs to be complied with
b) AMC – Acceptable Means of Compliance; method of meeting the intent of the regulation
c) Guidance Material – Information for industry guidance

04. DOCUMENTS REPEALED

a) This document supersedes the Aviation Safety Notice (ASN) 083 issued by the Civil Aviation Authority of Sri Lanka (CAASL) and ASN 083 shall be treated as null and void.
b) This document supersedes the Implementing Standard 066 issued on 10 May 2017 and SLCAP 3150 issued on 10 May 2017 shall be treated as null and void.

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PART I

Personnel Licensing Requirements – Aircraft Maintenance Licence

CHAPTER 1

SECTION A -TECHNICAL REQUIREMENTS

SUBPART A - AIRCRAFT MAINTENANCE LICENCE

66.A.1 Scope

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

66.A.2 Definitions

Within the scope of *this regulation*, the following definitions shall apply:

(a) "aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;
(b) "certifying staff" means personnel responsible for the release of an aircraft or a component after maintenance;
(c) "component" means any engine, propeller, part or appliance;
(d) "continuing airworthiness" means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation;
(g) "large aircraft" means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter;
(h) "maintenance" means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;
(i) "organisation" means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location *within the territory of the DGCA Sri Lanka;*
(j) "pre-flight inspection" means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight.
(m) “Principal place of business” means the head office or the registered office of the undertaking within which the principal financial functions and operational control of the activities referred to in this regulation are exercised.

66. A.3 Licence Categories

(a) Aircraft maintenance licences includes:

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

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

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

(c) Categories B3 is applicable to piston-engine non-pressurized aeroplanes of 2000 Kg MTOM and below.

GM 66.A.3 Licence Categories

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

66. A.5 Aircraft Groups

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

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

2. Group 2: aircraft other than those in Group 1 belonging to the following subgroups:
   - Sub-group 2a: single turbo-propeller engine aeroplanes
   - Sub-group 2b: single turbine engine helicopters
   - Sub-group 2c: single piston engine helicopters

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

66. A.10 Application

(a) An application for an aircraft maintenance license or change to such license shall be made on CAASL Form CAASL/PL/I/08 (Form 19) in a manner established by the DGCA Sri Lanka and submitted thereto.

(b) *Reserved*

(c) In addition to the documents required in points 66.A.10(a), as appropriate, the applicant for additional basic categories or subcategories to an aircraft maintenance licence shall submit his/her current original aircraft maintenance licence to the DGCA Sri Lanka together with CAASL Form CAASL/PL/I/08 (Form 19).

(d) *Reserved*

(e) *Reserved*

(f) Each application shall be supported by documentation to demonstrate compliance with the applicable theoretical knowledge, practical training and experience requirements at the time of application.

AMC 66.A.10 Application

1. Maintenance experience should be written up in a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task-by-task account is not necessary but at the same time a bland statement "X years maintenance experience completed" is not acceptable. A logbook of maintenance experience is desirable and some competent authorities may require such logbook to be kept. It is acceptable to cross-refer in the CAASL Form 19 to other documents containing information on maintenance.

2. Applicants claiming the maximum reduction in 66.A.30 (a) total experience based upon having successfully completed 147.A.200 approved basic training should include the 147 certificate of recognition for approved basic training.

3. Applicants claiming reduction in 66.A.30 (a) total experience based upon having successfully completed technical training in an organisation or institute recognised by the DGCA Sri Lanka as a competent organisation or institute, should include the relevant certificate of successful completion of training.

66.A.15 Eligibility

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

66.A.20 Privileges

(a) The following privileges shall apply:

1. A category A aircraft maintenance licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of IS-145. The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation.

2. A category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B1 support staff following:

   - Maintenance performed on aircraft structure, powerplant and mechanical and electrical systems.

   - Work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

   Category B1 includes the corresponding A subcategory.

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

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

- Maintenance performed on avionic and electrical systems, and
- Electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and

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

The category B2 licence does not include any A subcategory.

4. A category B3 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B3 support staff for:
   - Maintenance performed on aeroplane structure, powerplant and mechanical and electrical systems.
   - Work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.
5. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety.

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

1. In compliance with the applicable requirements of Implemeting Standards IS - Part M and / or IS -145;
2. In the preceding two-year period he/she has, either had six months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of the appropriate privileges; and
3. He/she has the adequate competence to certify maintenance on the corresponding aircraft; and
4. He/she is able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written.

GM 66.A.20(a) Privileges

1. The following definitions apply:

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

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

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

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

NOTE: Instruments are formally included within the privileges of the B2 licence holders. However, maintenance on electromechanical and pitot-static components may also be released by a B1 license holder.

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

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

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

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

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

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

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

2. The category B3 licence does not include any A subcategory. Nevertheless, this does not prevent the B3 licence holder from releasing maintenance tasks typical of the A1.2 subcategory for piston- engine non-pressurized aeroplanes of 2000 Kg MTOM and below, within the limitations contained in the B3 licence.

3. The category C licence permits certification of scheduled base maintenance by the issue of a single certificate of release to service for the complete aircraft after the completion of all such maintenance. The basis for this certification is that the maintenance has been carried out by competent mechanics and category B1, B2 and B3 support staff, as appropriate, have signed for the maintenance tasks under their respective specialisation. The principal function of the category C certifying staff is to ensure that all required maintenance has been called up and signed off by the category B1, B2 and B3 support staff, as appropriate, before issue of the certificate of release

to service. Only category C personnel who also hold category B1, B2 or B3 qualifications may perform both roles in base maintenance.

AMC 66.A.20 (b)2 Privileges

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

1. Duration:

Within an approved maintenance organization:

- 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 IS-Part M point M.A.801(b)2, or as a combination thereof.

When licence holder maintains and releases aircraft in accordance with M.A.801(b)2, in certain circumstances this number of days may even be reduced by 50% when agreed in advance by the DGCA Sri Lanka. These circumstances consider the cases where the licence holder happens to be the owner of an aircraft and carries out maintenance on his own aircraft, or where a licence holder maintains an aircraft operated for low utilization, 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 licence, the following activities are considered relevant for maintenance experience:

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

For category A licence holders, the experience should include exercising the privileges, by means of performing tasks related to the authorisation on at least one aircraft type for each

licence subcategory. This means tasks as mentioned in AMC 145.A.30(g), including servicing, component changes and simple defect rectifications.

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

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

For licences endorsed with (sub) group ratings:

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

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

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

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

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

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

- Date;
- Aircraft type;
- Aircraft identification i.e. registration;
- ATA chapter (optional);

- Operation performed i.e. 100 FH check, MLG wheel change, engine oil check and complement, SB embodiment, trouble shooting, structural repair, STC embodiment, etc.;
- Type of maintenance i.e. base, line;
- Type of activity i.e. perform, supervise, release;
- Category used A, B1, B2, B3 or C.
- Duration in days or partial-days.

GM 66.A.20(b)2 Privileges

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

AMC 66.A.20(b)3 Privileges

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

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

- Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to IS-66 "List of Type Ratings" after attending type training/on-the-job training which did not cover all the models/variants included in such rating. For example, a licence endorsed with the rating Airbus A318/A319/A320/A321(CFM56) after attending type training/on-the-job training covering only the Airbus 320 (CFM56).

- Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to IS- 66 "List of Type Ratings" after a new variant has been added to the rating in Appendix I, without performing difference training. For example, a licence endorsed with the rating Boeing 737- 600/700/800/900 for a person who already had the rating Boeing 737-600/700/800, without performing any difference training for the 737-900.

- Work being carried out on a model/variant for which the technical design and maintenance techniques have significantly evolved from the original model used in the type training/on the-job training.

- Specific technology and options selected by each customer, which may not have been covered by the type training/on-the-job training.

- Changes in the basic knowledge requirements of Appendix I to IS-66 not requiring re examination of existing licence holders (grandfathered privileges).

- The endorsement of group/subgroup ratings based on experience on a representative number of tasks/aircraft or based on type training/examination on a representative number of aircraft.

- Persons meeting the requirements of 6 months of experience every 2 years only on certain similar aircraft types as allowed by AMC 66.A.20(b)2.

- Persons holding a IS-66 licence with limitations, obtained through conversion of national qualifications (66.A.70), where such limitations are going to be lifted after performing the corresponding basic knowledge examinations. In this case, the type ratings endorsed in the licence may have been obtained in the national system without covering all the aircraft systems (because of the previous limitations) and there will be a need to assess and, if applicable, to train this person on the missing systems.

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

GM 66.A.20(b)4 Privileges

1. Holders of a IS-66 aircraft maintenance licence may not exercise certification privileges unless they have a general knowledge of the language used within the maintenance environment including knowledge of common aeronautical terms in the language. The level of knowledge should be such that the licence holder is able to:

   - Read and understand the instructions and technical manuals used for the performance of maintenance;
   - Make written technical entries and any maintenance documentation entries, which can be understood by those with whom they are normally required to communicate;
   - Read and understand the maintenance organisation procedures;
   - Communicate at such a level as to prevent any misunderstanding when exercising certification privileges.

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

66.A.25 Basic knowledge requirements

(a) An applicant for an aircraft maintenance licence, or the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge in the appropriate subject modules in accordance with Appendix I this IS 66.
The examination shall be conducted by the DGCA Sri Lanka.

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

(c) The applicant may apply to the DGCA Sri Lanka for full or partial examination credit to the basic knowledge requirements for:

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

2. Any other technical qualification considered by the competent authority to be equivalent to the knowledge standard of IS-66.

Credits shall be granted in accordance with Subpart E of Section B of this IS.

(d) Credits expire ten years after they were granted to the applicant by the DGCA Sri Lanka. The applicant may apply for new credits after expiration.

AMC 66.A.25 Basic knowledge requirements

1. For an applicant being a person qualified by holding an academic degree in a 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 IS-66

2. Knowledge gained and examinations passed during previous experiences, for example, in military aviation and civilian apprenticeships will be credited where the DGCA Sri Lanka is satisfied that such knowledge and examinations are equivalent to that required by Appendix I to IS-66.

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

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

66.A.30 Basic Experience requirements

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

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

   (i) Three years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or

   (ii) Two years of practical maintenance experience on operating aircraft and completion of training considered relevant by the DGCA Sri Lanka as a skilled worker, in a technical trade; or

   (iii) One year of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with IS -147.

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

   (i) Five years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or

   (ii) Three years of practical maintenance experience on operating aircraft and completion of training considered relevant by the DGCA Sri Lanka as a skilled worker, in a technical trade; or

   (iii) Two years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with IS-147.

3. For category C with respect to large aircraft:

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

(ii) Five years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as support staff according to 145.A.35, or a combination of both;

4. For category C with respect to other than large aircraft:

three years of experience exercising category B1 or B.2 privileges on other than large aircraft or as support staff according to IS-145.A.35, or a combination of both;

5. For category C obtained through the academic route:

an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution recognised by the DGCA Sri Lanka, 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 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 IS-66.

(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 licence is sought. For subsequent category/subcategory additions to an existing aircraft maintenance 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 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 IS as established by the DGCA Sri Lanka. Additional experience of civil aircraft maintenance shall, however, be required to ensure adequate understanding of the civil aircraft maintenance environment.

Serving members of the Sri Lanka Air Force with a minimum of ten years service who meet all the other requirements as per IS-66 and recommended by the Commander of the Air Force or the Director of Aeronautical Engineering are eligible to apply Aircraft Maintenance Licence.

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

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

1. For a category C applicant holding an academic degree the representative selection of tasks should include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.

2. While an applicant to a category C licence may be qualified by having 3 years experience as category B1 or B2 certifying staff only in line maintenance, it is however recommended that any applicant to a category C holding a B1 or B2 licence demonstrate at least 12 months experience as a B1 or B2 support staff.

3. A skilled worker is a person who has successfully completed a training acceptable to the DGCA Sri Lanka, involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would include the use of tools and measuring devices.

4. Maintenance experience on operating aircraft:

   - Means the experience of being involved in maintenance tasks on aircraft, which are being operated, by airlines, air taxi organisations, owners, etc;

   - Should cover a wide range of tasks in length, complexity and variety;

   - Aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;

   - May be gained within different types of maintenance organisations (IS-145, M.A. Subpart F, etc.) or under the supervision of independent certifying staff;

   - May be combined with IS-147 approved training so that periods of training can be intermixed with periods of experience, similar to an apprenticeship.

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

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

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

1. For category A the additional experience of civil aircraft maintenance should be a minimum of 6 months. For category B1, B2 or B3 the additional experience of civil aircraft maintenance should be a minimum of 12 months.

2. Aircraft maintenance experience gained outside a civil aircraft maintenance environment may include aircraft maintenance experience gained in armed forces, coast guards, police etc. or in aircraft manufacturing.

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

(a) The aircraft maintenance licence becomes invalid after the duration defined in the licence after its initial issue or last renewal, unless the holder submits his/her aircraft maintenance licence to the DGCA Sri Lanka, in order to verify that the information contained

in the licence is the same as that contained in the CAASL records, pursuant to 66.B.120 of the SLCAP 3070.

(b) The holder of an aircraft maintenance licence shall complete the relevant parts of CAASL Form CAASL/PL/I/08 (see Appendix V) and submit it with the holder's copy of the licence to the DGCA Sri Lanka, unless the holder works in a maintenance organisation approved in accordance with IS-145 that has a procedure in its exposition whereby such organisation may submit the necessary documentation on behalf of the aircraft maintenance licence holder.

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

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

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

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

66.A.45 Endorsement with aircraft ratings

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

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

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

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

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

- For category B3, the relevant rating is "piston-engine non-pressurized aeroplanes of 2000 Kg MTOM and below".

- For category A, no rating is required, subject to compliance with the requirements of IS-145.A.35 of IS-145.

(b) The endorsement of aircraft type ratings requires the satisfactory completion of the relevant category B1, B2 or C aircraft type training.

(c) In addition to the requirement of point (b), the endorsement of the first aircraft type rating within a given category/sub-category requires satisfactory completion of the corresponding On-the-Job Training, as described in Appendix III to IS-66.

(d) By derogation from points (b) and (c), for group 2 and 3 aircraft, aircraft type ratings may also be granted after:

- Satisfactory completion of the relevant category B1, B2 or C aircraft type examination described in Appendix III to this IS-66, and

- In the case of B1 and B2 category, demonstration of practical experience on the aircraft type. In that case, the practical experience shall include a representative cross section of maintenance activities relevant to the licence category.

In the case of a category C rating for a person qualified by holding an academic degree as specified in point 66.A.30(a)(5), the first relevant aircraft type examination shall be at the category B1 or B2 level.

(e) For group 2 aircraft:

1. The endorsement of manufacturer sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least two aircraft types from the same manufacturer which combined are representative of the applicable manufacturer sub-group;

2. The endorsement of full sub-group ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements of at least three aircraft types from different manufacturers which combined are representative of the applicable sub-group;

3. The endorsement of manufacturer sub-groups and full sub-group ratings for category B2 licence holders requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to the applicable aircraft sub-group.

(f) For group 3 aircraft:

1. The endorsement of the full group 3 rating for category B1, B2 and C licence holders requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to the group 3.

2. For category B1, unless the applicant provides evidence of appropriate experience, the group 3 rating shall be subject to the following limitations, which shall be endorsed on the licence:

   - Pressurized 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-pressurized aeroplanes of 2000 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.

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

An aircraft type rating includes all the aircraft models/variants listed in column 2 of Appendix I to AMC to IS-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 IS-66 in order to include additional models/variants, there is no need for additional type training for the purpose of amending the type rating in the licence. The rating should be amended to include the new variants, upon request by the applicant, without additional requirements. However, it is the responsibility of the licence holder and, if applicable, the maintenance organisation where he/she is employed to comply with 66.A.20 (b)3 of IS - 66, 145.A.35(a) of IS-145 and M.A.607(a) of IS-Part M, as applicable, before he/she exercises certification privileges.

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

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

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

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

   In cases where there are very different aircraft types within the same manufacturer subgroup, it may be necessary to cover more than two aircraft types to ensure adequate representation. For this purpose it may be possible to use aircraft types from the same manufacturer classified in Group 1 as long as the selected aircraft belong to the same licence subcategory for which the rating will be endorsed.

2. For the granting of full subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence “at least three aircraft types from different manufacturers which combined are

representative of the applicable subgroup" means that the selected aircraft types should cover all the technologies relevant to the manufacturer subgroup in the following areas:

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

In cases where there are very different aircraft types within the same subgroup, it may be necessary to cover more than three aircraft types to ensure adequate representation.
For this purpose it may be possible to use aircraft types from different manufacturers classified in Group 1 as long as the selected aircraft belong to the same licence subcategory for which the rating will be endorsed.

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

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

As a consequence:

- When a licence holder gets a manufacturer type or a manufacturer subgroup rating made of a combination of manufacturers, it covers the combination of such manufacturers.

- When a licence holder who intends to endorse a full subgroup rating selects three aircraft from different manufacturers, this means from different combinations of manufacturers as applicable.

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

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

2. In the case of endorsement of individual type ratings for Group 2 and Group 3 aircraft, for the second aircraft type of each manufacturer (sub)-group the practical experience should be reduced to 30% of the tasks contained in Appendix II to AMC relevant to the licence category and to the applicable aircraft type. For subsequent aircraft types of each manufacturer (sub) group this should be reduced to 20%.

2. Practical experience should be demonstrated by the submission of records or a logbook showing the Appendix II tasks performed by the applicant. Typical data to be recorded are similar to those described in AMC 66.A.20 (b) 2.

GM 66.A.45 Endorsement with aircraft ratings

The following table shows a summary of the aircraft rating requirements contained in 66.A.45, 66.A.50 and Appendix III to IS-66.

The table contains the following:

- The different aircraft groups.
- For each licence (sub)-category, which ratings are possible (at the choice of the applicant):
  - Individual type ratings.
  - Full and/or Manufacturer (sub)-group ratings
- For each rating option, which are the qualification options.
- For the B1.2 licence (Group 3 aircraft) and for the B3 licence (piston-engine non-pressurized aeroplanes of 2000 Kg MTOM and below), which are the possible limitations to be included in the licence if not sufficient experience can be demonstrated in those areas.

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

Aircraft rating requirements			
Aircraft Groups	**B1/B3 licence**	**B2 licence**	**C licence**
Group1 • Complex motor-powered aircraft. • Multiple engine helicopters. • Aeroplanes certified above FL290. • Aircraft equipped with fly-by-wire. • Other aircraft when defined by the DGCA Sri Lanka.	**(For B1)** **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: - Theory + examination
Group 2 **Subgroups:** **2a: single turboprop aeroplanes (*)** **2b: single turbine engine helicopters (*)** **2c: single piston engine helicopters (*)** (*) Except those classified in Group 1.	**(For B1.1, B1.3, B1.4)** **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	**Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full SUBGROUP RATING** based on demonstration of practical experience **Manufacturer SUBGROUP RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training **or** type examination **Full SUBGROUP RATING** type training **or** type examination on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** type training **or** type examination on at least 2 aircraft representative of that manufacturer subgroup

Aircraft rating requirements			
Aircraft Groups	**B1/B3 licence**	**B2 licence**	**C licence**
Group3 **Piston engine aeroplanes** (except those classified in Group 1)	**(For B1.2)** **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full GROUP 3 RATING** based on demonstration of practical experience **Limitations:** • Pressurized aeroplanes • Metal aeroplanes • Composite aeroplanes • Wooden aeroplanes • Metal tubing & fabric Aeroplanes	**Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full GROUP 3 RATING** based on demonstration of appropriate experience	**Individual TYPE RATING** type training **or** type examination **Full GROUP 3 RATING** based on demonstration of practical experience
Piston engine nonpressurized aeroplanes of 2000 kg MTOM and below	**(For B3)** **FULL RATING "Piston engine non-pressurized aeroplanes of 2000 kg MTOM and below"** based on demonstration of practical experience **Limitations:** • Metal aeroplanes • Composite aeroplanes • Wooden aeroplanes • Metal tubing & fabric aeroplanes	**Not applicable**	**Not applicable**

66.A.50 Limitations

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

(b) For limitations referred to in point 66.A.45, limitations shall be removed upon:
1. Demonstration of appropriate experience, or
2. After a satisfactory practical assessment performed by the DGCA Sri Lanka.

(c) For limitations referred to in 66.A.70, limitations shall be removed upon satisfactory completion of examination on those modules/subjects defined in the applicable conversion report referred to in 66.B.300 of SLCAP 3070.

AMC 66.A.50(b) Limitations

1. The appropriate experience required to remove the limitations referred in 66.A.45(f) and (g) should consist of the performance of a variety of tasks appropriate to the limitations under the supervision of authorised certifying staff. This should include the tasks required by a scheduled annual inspection. Alternatively, this experience may also be gained, if agreed by the DGCA Sri Lanka, by theoretical and practical training provided by the manufacturer, as long as an assessment is further carried out and recorded by this manufacturer.

2. It may be acceptable to have this experience on just one aircraft type, provided this type is representative of the (sub)-group in relation to the limitation being removed.

3. The application for the limitation removal should be supported by a record of experience signed by the authorised certifying staff or by an assessment signed by the manufacturer after completion of the applicable theoretical and practical training.

66.A.55 Evidence of qualification

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

66.A.70 Conversion provisions

(a) The holder of a valid certifying staff qualification issued by *DGCA Sri Lanka*, has been issued an aircraft maintenance licence subject to the conditions specified in ASN 097 issued by the DGCA Sri Lanka.

(b) Reserved

(c) Where necessary, the aircraft maintenance licence shall contain technical limitations in accordance with point 66.A.50 to reflect the differences between (i) the scope of the certifying staff qualification valid in Sri Lanka before the entry into force of the Requirements published by the DGCA Sri Lanka (ii) the basic knowledge requirements and the basic examination standards laid down in Appendix I and II to this IS-66.

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

GM 66.A.70 Conversion provisions

1. As described in point 66.A.70 of IS-66, the conversion provisions apply to the holder of a certifying staff qualification valid in Sri Lanka. The sentence "the holder of a certifying staff qualification valid in Sri Lanka" means any person who had a qualification valid in Sri Lanka allowing that person the performance of activities identical to the privileges of "certifying staff". 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 been mistaken with the responsibilities linked to the airworthiness review, which was performed at different periods (typically varying from 6 months to 3 years). This is an activity which is performed at very specific points of time and not after every maintenance activity. Since an airworthiness review is not performed after every maintenance event before the aircraft takes flight, an airworthiness review cannot be considered as a maintenance release. This means that the conversion provisions described in 66.A.70 are not applicable to persons performing airworthiness review functions unless their signature was required after every maintenance event before the aircraft can take flight.

2. The conversion applies to "certifying staff qualifications" such as, for example:

- Holding a national licence (or completed the process to obtain such a national licence);
- Having completed a qualification process defined by DGCA Sri Lanka to become certifying staff;
- Having completed the qualification requirements for certifying staff within a maintenance organisation, as defined in their procedures as approved by DGCA Sri Lanka.

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

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

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

3. *Reserved*

4. *Reserved*

5. A certifying staff qualification can be subject to more than one conversion process and can also be converted to more than one licence (with any applicable limitations). This could be the case, for example, of a person who already had the certifying staff

qualification converted to a B1.2 licence with limitations linked to some missing elements of IS-66 Appendix I and II standard (following 66.A.70(c)). This person would be entitled to apply and have his/her certifying staff qualification converted to a B1.2 or a B3 licence on the basis of 66.A.70(d), which would mean no need to compare with the IS-66 Appendix I and II standard, introducing only those limitations required in order to maintain the existing privileges.

GM 66.A.70(c) Conversion provisions

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

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

GM 66.A.70 (d) Conversion provisions

In the case of aircraft not involved in commercial air transport other than large aircraft, an example of limitations could be where a person holds a pre IS-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but excluded privileges on aircraft equipped with turbine engine, aircraft above 2000 Kg MTOM, pressurized aircraft and aircraft equipped with retractable landing gear. This person would be issued a IS-66 aircraft maintenance licence in the B1.2 or B3 (sub)-category with the following limitations (exclusions):

- Aircraft involved in commercial air transport (this limitation always exists);
- Aircraft above 2000 Kg MTOM;
- Pressurized aircraft;
- Aircraft equipped with retractable landing gear.

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

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

The essential aspect is that the limitations are established in order to maintain the privileges of the pre IS-66 qualification, without comparing the previous qualification with the standard of IS-66 Appendix I and II.

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

CHAPTER 2

SECTION B

PROCEDURES FOR CAASL

1. This Section establishes the procedures including the administrative requirements to be followed by DGCA Sri Lanka for the implementation and enforcement of section A of this IS-66.
2. SLCAP 3070 is used for Section B as referred in this IS-66.
3. Visit CAASL website www.caa.lk to refer the latest version of SLCAP 3070.

CHAPTER 3

APPENDICES TO THE TECHNICAL REQUIREMENTS

Appendix I
Basic knowledge requirements

1. Knowledge levels for Category A, B1, B2, B3 and C Aircraft Maintenance Licence

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

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

- **LEVEL 1:** A familiarization 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:
  The applicant should be able to understand the theoretical fundamentals of the subject.

  (a) The applicant should be able to understand the theoretical fundamentals of the subject.

  (b) The applicant should be able to give a general description of the subject using, as appropriate, typical examples.

  (c) The applicant should be able to use mathematical formulae in conjunction with physical laws describing the subject.

  (d) The applicant should be able to read and understand sketches, drawings and schematics describing the subject.

  (e) The applicant should be able to apply his knowledge in a practical manner using detailed procedures.

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

  Objectives:

  (a) The applicant should know the theory of the subject and interrelationships with other subjects.

(b) The applicant should be able to give a detailed description of the subject using theoretical fundamentals and specific examples.

(c) The applicant should understand and be able to use mathematical formulae related to the subject.

(d) The applicant should be able to read, understand and prepare sketches, simple drawings and schematics describing the subject.

(e) The applicant should be able to apply his knowledge in a practical manner using manufacturer's instructions.

(f) The applicant should be able to interpret results from various sources and measurements and apply corrective action where appropriate.

2. Modularisation

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

Subject module	A or B1 aeroplane with:		A or B1 helicopter with:		B2	B3
	Turbine engine(s)	Piston engine(s)	Turbine engine(s)	Piston engine(s)	Avionics	Piston-engine non-pressurised aeroplanes 2000 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

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

MODULE 2 -PHYSICS

	Level			
	A	**B1**	**B2**	**B3**
2.1 Matter Nature of matter: the chemical elements, structure of atoms, molecules; Chemical compounds. States: solid, liquid and gaseous; Changes between states.	**1**	**1**	**1**	**1**
2.2 Mechanics				
2.2.1 *Statics* Forces, moments and couples, representation as vectors; Centre of gravity; Elements of theory of stress, strain and elasticity: tension, compression, shear and torsion; Nature and properties of solid, fluid and gas; Pressure and buoyancy in liquids (barometers).	**1**	**2**	**1**	**1**
2.2.2 *Kinetics* Linear movement: uniform motion in a straight line, motion under constant acceleration (motion under gravity); Rotational movement: uniform circular motion (centrifugal/centripetal forces); Periodic motion: pendular movement; Simple theory of vibration, harmonics and resonance; Velocity ratio, mechanical advantage and efficiency.	**1**	**2**	**1**	**1**

2.2.3 *Dynamics* a) Mass Force, inertia, work, power, energy (potential, kinetic and total energy), heat, efficiency;	**1**	**2**	**1**	**1**
b) Momentum, conservation of momentum; Impulse; Gyroscopic principles; Friction: nature and effects, coefficient of friction (rolling resistance).	**1**	**2**	**2**	**1**
2.2.4 *Fluid dynamics*				
a) Specific gravity and density;	**2**	**2**	**2**	**2**
b) Viscosity, fluid resistance, effects of streamlining; Effects of compressibility on fluids; Static, dynamic and total pressure: Bernoulli's Theorem, venturi.	**1**	**2**	**1**	**1**
2.3 Thermodynamics				
a) Temperature: thermometers and temperature scales: Celsius, Fahrenheit and Kelvin; Heat definition.	**2**	**2**	**2**	**2**
b) Heat capacity, specific heat; Heat transfer: convection, radiation and conduction; Volumetric expansion; First and second law of thermodynamics; Gases: ideal gases laws; specific heat at constant volume and constant pressure, work done by expanding gas; 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**	**-**

MODULE 3 - ELECTRICAL FUNDAMENTALS

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

	Level			
	A	**B1**	**B2**	**B3**
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**	**-**
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.	**-**	**2**	**2**	**1**
b) Magnetomotive force, field strength, magnetic flux density, permeability, hysteresis loop, retentivity, coercive force reluctance, saturation point, eddy currents; Precautions for care and storage of magnets.	**-**	**2**	**2**	**1**

	Level			
	A	**B1**	**B2**	**B3**
3.11 Inductance / Inductor Faraday's Law; Action of inducing a voltage in a conductor moving in a magnetic field; Induction principles; Effects of the following on the magnitude of an induced voltage: magnetic field strength, rate of change of flux, number of conductor turns; Mutual induction; The effect the rate of change of primary current and mutual inductance has on induced voltage; Factors affecting mutual inductance: number of turns in coil, physical size of coil, permeability of coil, position of coils with respect to each other; Lenz's Law and polarity determining rules; Back emf, self induction; Saturation point; Principle uses of inductors;	-	2	2	1
3.12 DC Motor / Generator Theory 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.	-	2	2	1
3.13 AC Theory Sinusoidal waveform: phase, period, frequency, cycle; Instantaneous, average, root mean square, peak, peak to peak current values and calculations of these values, in relation to voltage, current and power Triangular/Square waves; Single / 3 phase principles.	1	2	2	1
3.14 Resistive (R), Capacitive (C) and Inductive (L) Circuits Phase relationship of voltage and current in L, C and R circuits, parallel, series and series parallel; Power dissipation in L, C and R circuits; Impedance, phase angle, power factor and current calculations; True power, apparent power and reactive power calculations.	-	2	2	1

	Level			
	A	**B1**	**B2**	**B3**
3.15 Transformers Transformer construction principles and operation; Transformer losses and methods for overcoming them; Transformer action under load and no-load conditions; Power transfer, efficiency, polarity markings; Calculation of line and phase voltages and currents; Calculation of power in a three phase system; Primary and Secondary current, voltage, turns ratio, power, efficiency; Auto transformers	**-**	**2**	**2**	**1**
3.16 Filters Operation, application and uses of the following filters: low pass, high pass, band pass, band stop.	**-**	**1**	**1**	**-**
3.17 AC Generators Rotation of loop in a magnetic field and waveform produced; Operation and construction of revolving armature and revolving field type AC generators; Single phase, two phase and three phase alternators; Three phase star and delta connections advantages and uses; Permanent Magnet Generators.	**-**	**2**	**2**	**1**
3.18 AC Motors Construction, principles of operation and characteristics of: AC synchronous and induction motors both single and polyphase; Methods of speed control and direction of rotation; Methods of producing a rotating field: capacitor, inductor, shaded or split pole.	**-**	**2**	**2**	**1**

MODULE - 4 ELECTRONIC FUNDAMENTALS

	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, Shottky diode, photo conductive diode, varactor diode, varistor, rectifier diodes, Zener diode.	**-**	**-**	**2**	**-**
4.1.2 Transistors				
a) Transistor symbols; Component description and orientation; Transistor characteristics and properties.	**-**	**1**	**2**	**1**
b) Construction and operation of PNP and NPN transistors; Base, collector and emitter configurations; Testing of transistors. Basic appreciation of other transistor types and their uses. Application of transistors : classes of amplifier (A, B, C); Simple circuits including : bias, decoupling, feedback and stabilisation; Multistage circuit principles: cascades, push-pull, oscillators, multivibrators, flip-flop circuits.	**-**	**-**	**2**	**-**
4.1.3 Integrated Circuits				
a) Description and operation of logic circuits and linear circuits / operational amplifiers.	**-**	**1**	**-**	**1**
b) Description and operation of logic circuits and linear circuits; Introduction to operation and function of an operational amplifier used as: integrator, differentiator, voltage follower, comparator; Operation and amplifier stages connecting methods: resistive capacitive, inductive (transformer), inductive resistive (IR), direct; Advantages and disadvantages of positive and negative feedback.	**-**	**-**	**2**	**-**

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

MODULE 5 - DIGITAL TECHNIQUESELECTRONIC INSTRUMENT SYSTEMS

	Level				
	A	**B1.1 B1.3**	**B1.2 B1.4**	**B2**	**B3**
5.1 Electronic Instrument Systems Typical systems arrangements and cockpit layout of electronic instrument systems.	**1**	**2**	**2**	**3**	**1**
5.2 Numbering Systems Numbering systems: binary, octal and hexadecimal; Demonstration of conversions between the decimal and binary, octal and hexadecimal systems and vice versa.	**-**	**1**	**-**	**2**	**-**
5.3 Data Conversion Analogue Data, Digital Data; Operation and application of analogue to digital, and digital to analogue converters, inputs and outputs, limitations of various types.	**-**	**1**	**-**	**2**	**-**
5.4 Data Buses Operation of data buses in aircraft systems, including knowledge of ARINC and other specifications.	**-**	**2**	**-**	**2**	**-**
5.5 Logic Circuits					
a) Identification of common logic gate symbols, tables and equivalent circuits; Applications used for aircraft systems, schematic diagrams.	**-**	**2**	**-**	**2**	**1**
b) Interpretation of logic diagrams.	**-**	**-**	**-**	**2**	**-**
5.6 Basic Computer Structure					
a) Computer terminology (including bit, byte, software, hardware, CPU, IC, and various memory devices such as RAM, ROM, PROM); Computer technology (as applied in aircraft systems).	**1**	**2**	**-**	**-**	**-**

	Level				
	A	**B1.1 B1.3**	**B1.2 B1.4**	**B2**	**B3**
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.	-	-	-	**2**	-
5.7 Microprocessors Functions performed and overall operation of a microprocessor; Basic operation of each of the following microprocessor elements: control and processing unit, clock, register, arithmetic logic unit.	-	-	-	**2**	-
5.8 Integrated Circuits 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**

	Level				
	A	**B1.1 B1.3**	**B1.2 B1.4**	**B2**	**B3**
5.15 Typical Electronic / Digital Aircraft Systems General arrangement of typical electronic/digital aircraft systems and associated BITE(Built In Test Equipment) testing such as: a) *For B1 and B2 only:* ACARS- ARINC Communication and Addressing and Reporting System EICAS- Engine Indication and Crew Alerting System FBW- Fly by Wire FMS - Flight Management System IRS- Inertial Reference System b) *For B1, B2 and B3 only:* 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	**-**	**2**	**2**	**2**	**1**

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**

	Level			
	A	**B1**	**B2**	**B3**
6.3.3 Fabric covering Characteristics, properties and types of fabrics used in aeroplanes; Inspections 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.	**2**	**2**	**1**	**2**
6.7 Springs Types of springs, materials, characteristics and applications.	**-**	**2**	**1**	**1**
6.8 Bearings Purpose of bearings, loads, material, construction; Types of bearings and their application.	**1**	**2**	**2**	**1**
6.9 Transmissions Gear types and their application; Gear ratios, reduction and multiplication gear systems, driven and driving gears, idler gears, mesh patterns; Belts and pulleys, chains and sprockets.	**1**	**2**	**2**	**1**
6.10 Control Cables Types of cables; End fittings, turnbuckles and compensation devices; Pulleys and cable system components; Bowden cables; Aircraft flexible control systems.	**1**	**2**	**1**	**2**

	Level			
	A	**B1**	**B2**	**B3**
6.11 Electrical Cables and Connectors Cable types, construction and characteristics; High tension and co-axial cables; Crimping; Connector types, pins, plugs, sockets, insulators, current and voltage rating, coupling, identification codes.	**1**	**2**	**2**	**2**

MODULE 7A - MAINTENANCE PRACTICES

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

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

	Level		
	A	**B1**	**B2**
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	**1**	**3**	**3**
7.8 Riveting Riveted joints, rivet spacing and pitch; Tools used for riveting and dimpling; Inspection of riveted joints.	**1**	**2**	**-**
7.9 Pipes and Hoses Bending and belling/flaring aircraft pipes; Inspection and testing of aircraft pipes and hoses; Installation and clamping of pipes.	**1**	**2**	**-**
7.10 Springs Inspection and testing of springs.	**1**	**2**	**-**
7.11 Bearings Testing, cleaning and inspection of bearings; Lubrication requirements of bearings; Defects in bearings and their causes.	**1**	**2**	**-**
7.12 Transmissions Inspection of gears, backlash; Inspection of belts and pulleys, chains and sprockets; Inspection of screw jacks, lever devices, push-pull rod systems.	**1**	**2**	**-**
7.13 Control Cables Swaging of end fittings; Inspection and testing of control cables; Bowden cables; aircraft flexible control systems.	**1**	**2**	**-**
7.14 Material handling			
7.14.1 Sheet Metal Marking out and calculation of bend allowance; Sheet metal working, including bending and forming; Inspection of sheet metal work.	**-**	**2**	**-**
7.14.2 Composite and non metallic Bonding practices; Environmental conditions Inspection methods	**-**	**2**	**-**
7.15 Welding, Brazing, Soldering and Bonding			
a) Soldering methods; inspection of soldered joints.	**-**	**2**	**2**
c) 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**	**-**

	Level		
	A	**B1**	**B2**
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.	**2**	**2**	**2**
7.18 Disassembly, Inspection, Repair and Assembly Techniques			
a) Types of defects and visual inspection techniques. Corrosion removal, assessment and reprotection.	**2**	**3**	**3**
b) General repair methods, Structural Repair Manual; Ageing, fatigue and corrosion control programmes;	**-**	**2**	**-**
c) Non destructive inspection techniques including, penetrant, radiographic, eddy current, ultrasonic and boroscope methods.	**-**	**2**	**1**
d) Disassembly and re-assembly techniques.	**2**	**2**	**2**
e) Trouble shooting techniques	**-**	**2**	**2**
7.19 Abnormal Events			
a) Inspections following lightning strikes and HIRF penetration.	**2**	**2**	**2**
b) Inspections following abnormal events such as heavy landings and flight through turbulence.	**2**	**2**	**-**
7.20 Maintenance Procedures 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	**1**	**2**	**2**

MODULE 7B - MAINTENANCE PRACTICES

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

	Level
	B3
7.1 Safety Precautions-Aircraft and Workshop Aspects of safe working practices including precautions to take when working with electricity, gases especially oxygen, oils and chemicals. Also, instruction in the remedial action to be taken in the event of a fire or another accident with one or more of these hazards including knowledge on extinguishing agents.	**3**
7.2 Workshop Practices Care of tools, control of tools, use of workshop materials; Dimensions, allowances and tolerances, standards of workmanship; Calibration of tools and equipment, calibration standards.	**3**

	Level
	B3
7.3 Tools Common hand tool types; Common power tool types; Operation and use of precision measuring tools; Lubrication equipment and methods. Operation, function and use of electrical general test equipment;	**3**
7.4 Avionic General Test Equipment Operation, function and use of avionic general test equipment.	**-**
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.	**2**
7.6 Fits and Clearances Drill sizes for bolt holes, classes of fits; Common system of fits and clearances; Schedule of fits and clearances for aircraft and engines; Limits for bow, twist and wear; Standard methods for checking shafts, bearings and other parts.	**2**
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	**2**
7.8 Riveting Riveted joints, rivet spacing and pitch; Tools used for riveting and dimpling; Inspection of riveted joints.	**2**
7.9 Pipes and Hoses Bending and belling/flaring aircraft pipes; Inspection and testing of aircraft pipes and hoses; Installation and clamping of pipes.	**2**
7.10 Springs Inspection and testing of springs.	**1**
7.11 Bearings Testing, cleaning and inspection of bearings; Lubrication requirements of bearings; Defects in bearings and their causes.	**2**

	Level
	B3
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.	**2**
7.13 Control Cables Swaging of end fittings; Inspection and testing of control cables; Bowden cables; aircraft flexible control systems.	**2**
7.14 Material handling	
7.14.1 Sheet Metal Marking out and calculation of bend allowance; Sheet metal working, including bending and forming; Inspection of sheet metal work.	**2**
7.14.2 Composite and non-metallic Bonding practices; Environmental conditions Inspection methods	**2**
7.15 Welding, Brazing, Soldering and Bonding	
a) Soldering methods; inspection of soldered joints.	**2**
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**
b) Preparation of aircraft for weighing; Aircraft weighing;	**2**
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.	**2**
7.18 Disassembly, Inspection, Repair and Assembly Techniques	
a) Types of defects and visual inspection techniques. Corrosion removal, assessment and reprotection.	**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**
d) Disassembly and re-assembly techniques.	**2**
e) Trouble shooting techniques	**2**
7.19 Abnormal Events	
a) Inspections following lightning strikes and HIRF penetration.	**2**
b) Inspections following abnormal events such as heavy landings and flight through turbulence.	**2**

	Level
	B3
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	**2**

MODULE 8 - BASIC AERODYNAMICS

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

MODULE 9A - HUMAN FACTORS

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

	Level		
	A	**B1**	**B2**
9.1 General The need to take human factors into account; Incidents attributable to human factors / human error; "Murphy's" law.	**1**	**2**	**2**
9.2 Human Performance and Limitations Vision; Hearing; Information processing; Attention and perception; Memory; Claustrophobia and physical access.	**1**	**2**	**2**
9.3 Social Psychology Responsibility: individual and group; Motivation and de-motivation; Peer pressure; 'Culture' issues; Team working; Management, supervision and leadership.	**1**	**1**	**1**
9.4 Factors Affecting Performance Fitness / health; Stress: domestic and work related; Time pressure and deadlines; Workload: overload and underload; Sleep and fatigue, shiftwork; Alcohol, medication, drug abuse.	**2**	**2**	**2**
9.5 Physical Environment Noise and fumes; Illumination; Climate and temperature; Motion and vibration; Working environment.	**1**	**1**	**1**
9.6 Tasks Physical work; Repetitive tasks; Visual inspection; Complex systems.	**1**	**1**	**1**
9.7 Communication Within and between teams; Work logging and recording; Keeping up to date, currency; Dissemination of information.	**2**	**2**	**2**
9.9 Hazards in the Workplace Recognising and avoiding hazards; Dealing with emergencies.	**1**	**2**	**2**
9.8 Human Error Error models and theories;Types of error in maintenance tasks; Implications of errors (i.e accidents) Avoiding and managing errors.	**1**	**2**	**2**

MODULE 9B - HUMAN FACTORS

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

	Level
	B3
9.1 General The need to take human factors into account; Incidents attributable to human factors / human error; "Murphy's" law.	**2**
9.2 Human Performance and Limitations Vision; Hearing; Information processing; Attention and perception; Memory; Claustrophobia and physical access.	**2**
9.3 Social Psychology Responsibility: individual and group; Motivation and de-motivation; Peer pressure; 'Culture' issues; Team working; Management, supervision and leadership.	**1**
9.4 Factors Affecting Performance Fitness / health; Stress: domestic and work related; Time pressure and deadlines; Workload: overload and underload; Sleep and fatigue, shiftwork; Alcohol, medication, drug abuse.	**2**
9.5 Physical Environment Noise and fumes; Illumination;Climate and temperature; Motion and vibration; Working environment.	**1**
9.6 Tasks Physical work; Repetitive tasks; Visual inspection; Complex systems.	**1**
9.7 Communication Within and between teams; Work logging and recording; Keeping up to date, currency;Dissemination of information.	**2**
9.8 Human Error Error models and theories;Types of error in maintenance tasks; Implications of errors (i.e accidents) Avoiding and managing errors.	**2**
9.9 Hazards in the Workplace Recognising and avoiding hazards; Dealing with emergencies.	**2**

MODULE 10 - AVIATION LEGISLATION

	Level			
	A	**B1**	**B2**	**B3**
10.1 *Regulatory Framework* Role of the International Civil Aviation Organisation; Role of CAA Sri Lanka and general understanding of Civil Aviation Regulations; Orders and Rules, Implementing Standards, Directives and Procedures. Relationship between the various Parts such as IS-21, IS-Part M, IS-145, IS-147; Relationship with other Civil Aviation Authorities Role of EASA	**1**	**1**	**1**	**1**
10.2 Certifying Staff – Maintenance Detailed understanding of IS-66.	**2**	**2**	**2**	**2**
10.3 Approved Maintenance Organisations Detailed understanding of IS-145 and IS-Part M Subpart F.	**2**	**2**	**2**	**2**
10.4 *Air operations* Air Operators Certificates;Commercial Air Transport/Commercial Operations Operators 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 IS-21 and EASA certification specifications CS-23, 25, 27, 29.	**-**	**1**	**1**	**1**
b) *Documents* Certificate of Airworthiness; Certificate of Registration; Noise Certificate; Weight Schedule; Radio Station Licence and Approval.	**-**	**2**	**2**	**2**
10.6 Continuing airworthiness Detailed understanding of IS-21 provisions related to continuing airworthiness. Detailed understanding of IS-Part M.	**2**	**2**	**2**	**2**

	Level			
	A	**B1**	**B2**	**B3**
10.7 *Other Applicable Requirements*				
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.; <u>Only for A to B2 licences:</u> Master Minimum Equipment Lists, Minimum Equipment List, Dispatch Deviation Lists;	**1**	**2**	**2**	**2**
b)Continuing airworthiness; Minimum equipment requirements - Test flights; <u>Only for B1 and B2 licences:</u> ETOPS, maintenance and dispatch requirements; All Weather Operations, Category 2/3 operations.	**-**	**1**	**1**	**1**

MODULE 11A - TURBINE AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

	Level	
	A1	**B1.1**
11.1 Theory of Flight		
11.1.1 Aeroplane Aerodynamics and Flight Controls 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**
11.1.2 High Speed Flight Speed of sound, subsonic flight, transonic flight, supersonic flight, Mach number, critical Mach number, compressibility buffet, shock wave, aerodynamic heating, area rule; Factors affecting airflow in engine intakes of high speed aircraft; Effects of sweepback on critical Mach number.	**1**	**2**
11.2 Airframe Structures - General Concepts		

	Level	
	A1	**B1.1**

a) Airworthiness requirements for structural strength; Structural classification, primary, secondary and tertiary; Fail safe, safe life, damage tolerance concepts; Zonal and station identification systems; Stress, strain, bending, compression, shear, torsion, tension, hoop stress, fatigue Drains and ventilation provisions; System installation provisions; Lightning strike protection provision. Aircraft bonding	**2**	**2**
b) Construction methods of: stressed skin fuselage, formers, stringers, longerons, bulkheads, frames, doublers, struts, ties, beams, floor structures, reinforcement, methods of skinning, anti-corrosive protection, wing, empennage and engine attachments; Structure assembly techniques: riveting, bolting, bonding; Methods of surface protection, such as chromating, anodising, painting; Surface cleaning. Airframe symmetry: methods of alignment and symmetry checks.	**1**	**2**
11.3 Airframe Structures – Aeroplanes		
11.3.1 Fuselage (ATA 52 / 53 / 56) 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**
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) - 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**

	Level	
	A1	**B1.1**
11.5 Instruments/Avionic Systems		
11.5.1 *Instrument Systems* (ATA 31) Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn co-ordinator; Compasses: direct reading, remote reading; Angle of attack indication, stall warning systems; Glass cockpit; Other aircraft system indication.	**1**	**2**
11.5.2 *Avionic Systems* Fundamentals of system lay-outs and operation of: - Auto Flight (ATA 22); - Communications (ATA 23); - Navigation Systems (ATA 34).	**1**	**1**
11.6 Electrical Power (ATA 24) 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;	**1**	**3**
11.7 Equipment and Furnishings (ATA 25)		
a) Emergency equipment requirements; Seats, harnesses and belts.	**2**	**2**
b) Cabin lay-out; Equipment lay-out; Cabin Furnishing Installation; Cabin entertainment equipment; Galley installation; Cargo handling and retention equipment; Airstairs.	**1**	**1**
11.8 Fire Protection (ATA 26)		
(a)Fire and smoke detection and warning systems; Fire extinguishing systems; System tests.	**1**	**3**
(b)Portable fire extinguisher	**1**	**1**
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 locks systems; Balancing and rigging; Stall protection/warning system.	**1**	**3**

	Level	
	A1	**B1.1**
11.10 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Dumping, venting and draining; Cross-feed and transfer; Indications and warnings; Refuelling and defueling; Longitudinal balance fuel systems.	**1**	**3**
11.11 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical, pneumatic; Emergency pressure generation; Filters; Pressure Control; Power distribution; Indication and warning systems; Interface with other systems.	**1**	**3**
11.12 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; Anti-icing systems: electrical, hot air and chemical; De-icing systems: electrical, hot air, pneumatic and chemical; Rain repellant; Probe and drain heating. Wiper systems	**1**	**3**
11.13 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking;Tyres; Steering; Air-ground sensing.	**2**	**3**
11.14 Lights (ATA 33) External: navigation, anti-collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	**2**	**3**
11.15 Oxygen (ATA 35) System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings;	**1**	**3**
11.16 Pneumatic/Vacuum (ATA 36) System lay-out: cockpit, cabin Sources,storage,charging and distribution; Supply regulation; Indications and warnings; Interfaces with other systems.	**1**	**3**

	Level	
	A1	**B1.1**
11.17 Water/Waste (ATA 38) Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing; Corrosion aspects.	**2**	**3**
11.18 On Board Maintenance Systems (ATA 45) Central maintenance computers; Data loading system; Electronic library system; Printing; Structure monitoring (damage tolerance monitoring).	**1**	**2**
11.19 Integrated Modular Avionics (ATA 42) 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;	**1**	**2**
11.20 Cabin Systems (ATA 44) The units and components which furnish a means of entertaining the passengers and providing communication within the aircraft (Cabin Intercommunication Data System) and between the aircraft cabin and ground stations (Cabin Network Service). Includes voice, data, music and video transmissions. The Cabin Intercommunication Data System provides an interface between cockpit /cabin crew and cabin systems. These systems support data exchange of the different related LRU's and they are typically operated via Flight Attendant Panels. The Cabin Network Service typically consists on a server, typically interfacing with, among others, the following systems: — Data/Radio Communication, In-Flight Entertainment System. — The Cabin Network Service may host functions such as: — Access to pre-departure/departure reports, — E-mail/intranet/internet access, — Passenger database, Cabin Core System; In-flight Entertainment System; External Communication System; Cabin Mass Memory System; Cabin Monitoring System; Miscellaneous Cabin System.	**1**	**2**

	Level	
	A1	**B1.1**
11.21 Information Systems (ATA 46) The units and components which furnish a means of storing, updating and retrieving digital information traditionally provided on paper, microfilm or microfiche. Includes units that are dedicated to the information storage and retrieval function such as the electronic library mass storage and controller. Does not include units or components installed for other uses and shared with other systems, such as flight deck printer or general use display. Typical examples include Air Traffic and Information Management Systems and Network Server Systems Aircraft General Information System; Flight Deck Information System; Maintenance Information System; Passenger Cabin Information System; Miscellaneous Information System.	**1**	**2**

MODULE 11B - PISTON AEROPLANE AERODYNAMICS, STRUCTURESAND 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.

	Level	
	A2	**B1.2**
11.1 Theory of Flight		
11.1.1 Aeroplane Aerodynamics and Flight Controls 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**
11.1.2 High Speed Flight – N/A	**-**	**-**
11.2 Airframe Structures - General Concepts		
a) Airworthiness requirements for structural strength; Structural classification, primary, secondary and tertiary; Fail safe, safe life, damage tolerance concepts; Zonal and station identification systems; Stress, strain, bending, compression, shear, torsion, tension, hoop stress, fatigue Drains and ventilation provisions; System installation provisions; Lightning strike protection provision; Aircraft bonding	**2**	**2**

	Level	
	A2	**B1.2**
b) Construction methods of: stressed skin fuselage, formers, stringers, longerons, bulkheads, frames, doublers, struts, ties, beams, floor structures, reinforcement, methods of skinning, anti-corrosive protection, wing, empennage and engine attachments; Structure assembly techniques: riveting, bolting, bonding; Methods of surface protection, such as chromating, anodising, painting; Surface cleaning. Airframe symmetry: methods of alignment and symmetry checks.	**1**	**2**
11.3 Airframe Structures – Aeroplanes		
11.3.1 Fuselage (ATA 52 / 53 / 56) Construction and pressurisation sealing; Wing, stabiliser, pylon and undercarriage attachments; Seat installation; Doors and emergency exits: construction and operation; Windows and windscreen attachment.	**1**	**2**
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) Pressurisation and air conditioning systems; Cabin pressure controllers, protection and warning devices. Heating systems.	**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 co-ordinator; Compasses: direct reading, remote reading; Angle of attack indication, stall warning systems; Glass cockpit; Other aircraft system indication.	**1**	**2**
11.5.2 *Avionic Systems* Fundamentals of system lay-outs and operation of: - Auto Flight (ATA 22); - Communications (ATA 23); - Navigation Systems (ATA 34).	**1**	**1**

	Level	
	A2	**B1.2**
11.6 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation; Voltage regulation; Power distribution; Circuit protection. Inverters, transformers.	**1**	**3**
11.7 Equipment and Furnishings (ATA 25)		
a) Emergency equipment requirements; Seats, harnesses and belts.	**2**	**2**
b) Cabin lay-out; Equipment lay-out; Cabin Furnishing installation; Cabin entertainment equipment; Galley installation; Cargo handling and retention equipment; Airstairs.	**1**	**1**
11.8 Fire Protection (ATA 26)		
(a) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests.	**1**	**3**
(b) Portable fire extinguisher	**1**	**3**
11.9 Flight Controls (ATA 27) Primary controls: aileron, elevator, rudder; Trim tabs; High lift devices; System operation: manual; Gust locks; Balancing and rigging; Stall warning system.	**1**	**3**
11.10 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling;	**1**	**3**
11.11 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical; Filters; Pressure Control; Power distribution; Indication and warning systems;	**1**	**3**
11.12 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; De-icing systems: electrical, hot air, pneumatic and chemical; Probe and drain heating; Wiper systems.	**1**	**3**

	Level	
	A2	**B1.2**
11.13 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking; Tyres; Steering; Air-ground sensing.	**2**	**3**
11.14 Lights (ATA 33) External: navigation, anti-collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	**2**	**3**
11.15 Oxygen (ATA 35) System lay-out: cockpit, cabin; Sources, storage, charging and distribution; Supply regulation; Indications and warnings;	**1**	**3**
11.16 Pneumatic/Vacuum (ATA 36) System lay-out; Sources: engine/APU, compressors, reservoirs, ground supply; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	**1**	**3**
11.17 Water/Waste (ATA 38) Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing; Corrosion aspects.	**2**	**3**

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.

	Level
	B3
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;	**1**

	Level
	B3
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;	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.	**2**
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.	**1**
11.3.2 Wings (ATA 57) Construction; Fuel storage; Landing gear, pylon, control surface and high lift/drag attachments.	**1**
11.3.3 Stabilisers (ATA 55) Construction; Control surface attachment.	**1**
11.3.4 Flight Control Surfaces (ATA 55/57) Construction and attachment; Balancing – mass and aerodynamic.	**1**
11.3.5 Nacelles/Pylons (ATA 54) Nacelles/Pylons: -Construction; -Firewalls; -Engine mounts.	**1**
11.4 Air Conditioning and Cabin Pressurisation (ATA 21) Heating and ventilation systems	**1**
11.5 Instruments/Avionic Systems	
11.5.1 *Instrument Systems* (ATA 31) Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn co-ordinator; Compasses: direct reading, remote reading; Angle of attack indication, stall warning systems. Glass cockpit; Other aircraft system indication	**1**

	Level B3
11.5.2 *Avionic Systems* Fundamentals of system lay-outs and operation of; - Auto Flight (ATA 22); - Communications (ATA 23); - Navigation Systems (ATA 34).	**1**
11.6 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation; Voltage regulation; Power distribution; Circuit protection; Inverters, transformers.	**2**
11.7 Equipment and Furnishings (ATA 25) Emergency equipment requirements; Seats, harnesses and belts.	**2**
11.8 Fire Protection (ATA 26) Portable fire extinguisher	**2**
11.9 Flight Controls (ATA 27) Primary controls: aileron, elevator, rudder; Trim tabs; High lift devices; System operation: manual; Gust locks; Balancing and rigging; Stall warning system.	**3**
11.10 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.	**2**
11.11 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical; Filters; Pressure Control; Power distribution; Indication and warning systems.	**2**
11.12 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; De-icing systems: electrical, hot air, pneumatic and chemical; Probe and drain heating; Wiper systems.	**1**
11.13 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, brakes, antiskid and autobraking; Tyres; Steering.	**2**

	Level
	B3
11.14 Lights (ATA 33) External: navigation, anti collision, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	**2**
11.15 Oxygen (ATA 35) System lay-out; Sources:engine/APU, compressors, reservoirs, ground supply; Pressure and vacuum pumps; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	**2**

MODULE 12- HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS

	Level	
	A3 **A4**	**B1.3** **B1.4**
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.	**1**	**2**
12.2 Flight Control Systems 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.	**2**	**3**
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.	**1**	**3**
12.4 Transmissions 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	**1**	**3**

	Level	
	A3 A4	**B1.3 B1.4**
12.5 Airframe Structures		
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.	**2**	**2**
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.	**1**	**2**
12.6 Air Conditioning (ATA 21)		
12.6.1 *Air supply* Sources of air supply including engine bleed and ground cart;	**1**	**2**
12.6.2 *Air Conditioning* Air conditioning systems; Distribution systems; Flow and temperature control systems; Protection and warning devices.	**1**	**3**
12.7 Instruments/Avionic Systems		
12.7.1 *Instrument Systems* (ATA 31) Pitot static: altimeter, air speed indicator, vertical speed indicator; Gyroscopic: artificial horizon, attitude director, direction indicator, horizontal situation indicator, turn and slip indicator, turn co-ordinator; Compasses: direct reading, remote reading; Vibration indicating systems - HUMS; Glass cockpit; Other aircraft system indication.	**1**	**2**
12.7.2 *Avionic Systems* Fundamentals of system layouts and operation of; Auto Flight (ATA 22); Communications (ATA 23); Navigation Systems (ATA 34).	**1**	**1**

	Level	
	A3 A4	**B1.3 B1.4**
12.8 Electrical Power (ATA 24) Batteries Installation and Operation; DC power generation, AC power generation; Emergency power generation; Voltage regulation, Circuit protection. Power distribution; Inverters, transformers, rectifiers; External/Ground power.	**1**	**3**
12.9 Equipment and Furnishings (ATA 25)		
a) Emergency equipment requirements; Seats, harnesses and belts; Lifting systems.	**2**	**2**
b) Emergency flotation systems; Cabin lay-out, cargo retention; Equipment lay-out; Cabin Furnishing Installation;	**1**	**1**
12.10 Fire Protection (ATA 26) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests.	**1**	**3**
12.11 Fuel Systems (ATA 28) System lay-out; Fuel tanks; Supply systems; Dumping, venting and draining; Cross-feed and transfer; Indications and warnings; Refuelling and defuelling.	**1**	**3**
12.12 Hydraulic Power (ATA 29) System lay-out; Hydraulic fluids; Hydraulic reservoirs and accumulators; Pressure generation: electric, mechanical, pneumatic; Emergency pressure generation; Filters; Pressure Control; Power distribution; Indication and warning systems; Interface with other systems.	**1**	**3**
12.13 Ice and Rain Protection (ATA 30) Ice formation, classification and detection; Anti-icing and De-icing systems: electrical, hot air and chemical; Rain repellant and removal; Probe and drain heating. Wiper system	**1**	**3**

	Level	
	A3 A4	**B1.3 B1.4**
12.14 Landing Gear (ATA 32) Construction, shock absorbing; Extension and retraction systems: normal and emergency; Indications and warning; Wheels, Tyres, brakes; Steering; Skids, floats.	**2**	**3**
12.15 Lights (ATA 33) External: navigation, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	**2**	**3**
12.16 Pneumatic/Vacuum (ATA 36) System lay-out; Sources: engine, compressors, reservoirs, ground supply.; Pressure control; Distribution; Indications and warnings; Interfaces with other systems.	**1**	**3**
12.17 Integrated Modular Avionics (ATA 42) 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.	**1**	**2**
12.18 On Board Maintenance Systems (ATA 45)	**1**	**2**
Central maintenance computers; Data loading system; Electronic library system;Printing; Structure monitoring (damage tolerance monitoring).		
12.19 Information Systems (ATA 46)	**1**	**2**
The units and components which furnish a means of storing, updating and retrieving digital information traditionally provided on paper, microfilm or microfiche. Includes units that are dedicated to the information storage and retrieval function such as the electronic library mass storage and controller. Does not include units or components installed for other uses and shared with other systems, such as flight deck printer or general use display. Typical examples include Air Traffic and Information Management Systems and Network Server Systems. Aircraft General Information System; Flight Deck Information System; Maintenance Information System; Passenger Cabin Information System; Miscellaneous Information System.		

MODULE 13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS

	Level
	B2
13.1 Theory of Flight	
a) *Aeroplane Aerodynamics and Flight Controls* 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; Drag inducing devices: spoilers, lift dumpers, speed brakes; Operation and effect of trim tabs, servo tabs, and control surface bias.	**1**
b) *High Speed Flight* Speed of sound, subsonic flight, transonic flight, supersonic flight, Mach number, critical Mach number.	**1**
c) *Rotary Wing Aerodynamics* Terminology; Operation and effect of cyclic, collective and anti-torque controls.	**1**
13.2 Structures - General Concepts	
a) Fundamentals of structural systems.	**1**
b) Zonal and station identification systems; Electrical bonding; Lightning strike protection provision.	**2**
13.3 Autoflight (ATA22) 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; Autothrottle systems. Automatic Landing Systems: principles and categories, modes of operation, approach, glide slope, land, go-around, system monitors and failure conditions.	**3**

	Level B2
13.4 Communication / Navigation (ATA23/34) 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; - Cockpit Voice Recorder; - Very High Frequency omnidirectional range (VOR); - Automatic Direction Finding (ADF); - Instrument Landing System (ILS); - Microwave Landing System (MLS); - Flight Director systems; Dstance Measuring Equipment (DME); - Very Low Frequency and hyperbolic navigation (VLF/Omega); - Doppler navigation; - Area navigation, RNAV systems; - Flight Management Systems; - Global Positioning System (GPS), Global Navigation Satellite Systems (GNSS) ; - Inertial Navigation System; - Air Traffic Control transponder, secondary surveillance radar; - Traffic Alert and Collision Avoidance System (TCAS); - Weather avoidance radar; - Radio altimeter; - ARINC communication and reporting;	**3**
13.5 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.	**3**
13.6 Equipment and Furnishings (ATA 25) Electronic emergency equipment requirements. Cabin entertainment equipment.	**3**
13.7 Flight Controls (ATA 27)	
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.	**2**
b) System operation: electrical, fly by wire.	**3**

	Level B2
13.8 Instrument Systems (ATA 31) 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; Compass systems; Flight Data Recording systems; Electronic Flight Instrument Systems; Instrument warning systems including master warning systems and centralised warning panels; Stall warning systems and angle of attack indicating systems; Vibration measurement and indication. Glass cockpit	**3**
13.9 Lights (ATA 33) External: navigation, landing, taxiing, ice; Internal: cabin, cockpit, cargo; Emergency.	**3**
13.10 On board Maintenance Systems (ATA 45) Central maintenance computers; Data loading system; Electronic library system;Printing; Structure monitoring (damage tolerance monitoring).	**3**
13.11 Air Conditioning and Cabin Pressurisation (ATA 21)	
13.11.1. Air supply Sources of air supply including engine bleed, APU and ground cart;	**2**
13.11.2. Air Conditioning	
Air conditioning systems;	**2**
Air cycle and vapour cycle machines;	**3**
Distribution systems;	**1**
Flow, temperature and humidity control system;	**3**
13.11.3. Pressurisation Pressurisation systems; Control and indication including control and safety valves; Cabin pressure controllers;	**3**
13.11.4. Safety and warning devices Protection and warning devices.	**3**

	Level B2
13.12 Fire Protection (ATA 26)	
(a) Fire and smoke detection and warning systems; Fire extinguishing systems; System tests.	**3**
(b) Portable fire extinguisher	**1**
13.13 Fuel Systems (ATA 28)	
System lay-out;	**1**
Fuel tanks;	**1**
Supply systems;	**1**
Dumping, venting and draining;	**1**
Cross-feed and transfer;	**2**
Indications and warnings;	**3**
Refuelling and defuelling;	**2**
Longitudinal balance fuel systems.	**3**
13.14 Hydraulic Power (ATA 29)	
System lay-out;	**1**
Hydraulic fluids;	**1**
Hydraulic reservoirs and accumulators;	**1**
Pressure generation: electrical, mechanical, pneumatic;	**3**
Emergency pressure generation;	**3**
Filters;	**1**
Pressure control;	**3**
Power distribution;	**1**
Indication and warning systems;	**3**
Interface with other systems.	**3**
13.15 Ice and Rain Protection (ATA 30)	
Ice formation, classification and detection;	**2**
Anti-icing systems: electrical, hot air and chemical;	**2**
De-icing systems: electrical, hot air, pneumatic, chemical;	**3**
Rain repellent;	**1**
Probe and drain heating;	**3**
Wiper Systems.	**1**
13.16 Landing Gear (ATA 32)	
Construction, shock absorbing;	**1**
Extension and retraction systems: normal and emergency;	**3**
Indications and warnings;	**3**
Wheels, brakes, antiskid and autobraking;	**3**
Tyres;	**1**
Steering;	**3**
Air-ground sensing.	**3**
13.17 Oxygen (ATA 35)	
System lay-out: cockpit, cabin;	**3**
Sources, storage, charging and distribution;	**3**
Supply regulation;	**3**
Indications and warnings;	**3**
13.18 Pneumatic/Vacuum (ATA 36)	
System lay-out;	**2**
Sources: engine/APU, compressors, reservoirs, ground supply;	**2**
Pressure control;	**3**
Distribution;	**1**
Indications and warnings;	**3**
Interfaces with other systems.	**3**

	Level B2
13.19 Water/Waste (ATA 38) Water system lay-out, supply, distribution, servicing and draining; Toilet system lay-out, flushing and servicing.	**2**
13.20 Integrated Modular Avionics (ATA 42) 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.	**3**
13.21 Cabin Systems (ATA 44) The units and components which furnish a means of entertaining the passengers and providing communication within the aircraft (Cabin Intercommunication Data System) and between the aircraft cabin and ground stations (Cabin Network Service). Includes voice, data, music and video transmissions. The Cabin Intercommunication Data System provides an interface between cockpit/cabin crew and cabin systems. These systems support data exchange of the different related LRU's and they are typically operated via Flight Attendant Panels. The Cabin Network Service typically consists on a server, typically interfacing with, among others, the following systems: Data/Radio Communication, In-Flight Entertainment System. The Cabin Network Service may host functions such as: Access to pre-departure/departure reports, E-mail/intranet/internet access, Passenger database; Cabin Core System; In-flight Entertainment System; External Communication System; Cabin Mass Memory System; Cabin Monitoring System; Miscellaneous Cabin System.	**3**
13.22 Information Systems (ATA 46) The units and components which furnish a means of storing, updating and retrieving digital information traditionally provided on paper, microfilm or microfiche. Includes units that are dedicated to the information storage and retrieval function such as the electronic library mass storage and controller. Does not include units or components installed for other uses and shared with other systems, such as flight deck printer or general use display. Typical examples include Air Traffic and Information Management Systems and Network Server Systems. Aircraft General Information System; Flight Deck Information System; Maintenance Information System; Passenger Cabin Information System; Miscellaneous Information System.	**3**

MODULE - 14 PROPULSION

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

MODULE 15 - GAS TURBINE ENGINE	Level	
	A	**B1**
15.1 Fundamentals Potential energy, kinetic energy, Newton's laws of motion, Brayton cycle; Therelationship between force, work, power, energy, velocity, acceleration; Constructional arrangement and operation of turbojet, turbofan, turboshaft, turboprop.	**1**	**2**
15.2 Engine Performance Gross thrust, net thrust, choked nozzle thrust, thrust distribution, resultant thrust, thrust horsepower, equivalent shaft horsepower, specific fuel consumption; Engine efficiencies; By-pass ratio and engine pressure ratio; Pressure, temperature and velocity of the gas flow; Engine ratings, static thrust, influence of speed, altitude and hot climate, flat rating, limitations.	**-**	**2**
15.3 Inlet Compressor inlet ducts Effects of various inlet configurations; Ice protection.	**2**	**2**
15.4 Compressors Axial and centrifugal types; Constructional features and operating principles and applications; Fan balancing; Operation: Causes and effects of compressor stall and surge; Methods of air flow control: bleed valves, variable inlet guide vanes, variable stator vanes, rotating stator blades;	**1**	**2**

	Level	
	A	**B1**
15.5 Combustion Section Construction features and principles of operation	**1**	**2**
15.6 Turbine Section Operation and characteristics of different turbine blade types; Blade to disk attachment; Nozzle guide vanes; Causes and effects of turbine blade stress and creep.	**2**	**2**
15.7 Exhaust Constructional features and principles of operation; Convergent, divergent and variable area nozzles; Engine noise reduction. Thrust reversers.	**1**	**2**
15.8 Bearings and Seals Constructional features and principles of operation.	**-**	**2**
15.9 Lubricants and Fuels Properties and specifications; Fuel additives; Safety precautions.	**1**	**2**
15.10 Lubrication Systems System operation/lay-out and components.	**1**	**2**
15.11 Fuel Systems Operation of engine control and fuel metering systems including electronic engine control (FADEC); Systems lay-out and components.	**1**	**2**
15.12 Air Systems Operation of engine air distribution and anti - ice control systems, including internal cooling, sealing and external air services.	**1**	**2**
15.13 Starting and Ignition Systems Operation of engine start systems and components; Ignition systems and components; Maintenance safety requirements.	**1**	**2**
15.14 Engine Indication Systems Exhaust Gas Temperature/Interstage Turbine Temperature; Engine Thrust Indication: Engine Pressure Ratio, engine turbine discharge pressure or jet pipe pressure systems; Oil pressure and temperature; Fuel pressure and flow; Engine speed; Vibration measurement and indication; Torque; Power.	**1**	**2**
15.15 Power Augmentation Systems Operation and applications; Water injection, water methanol; Afterburner systems.	**-**	**1**
15.16 Turbo-prop Engines Gas coupled/free turbine and gear coupled turbines; Reduction gears; Integrated engine and propeller controls; Overspeed safety devices.	**1**	**2**
15.17 Turbo-shaft engines Arrangements, drive systems, reduction gearing, couplings, control systems.	**1**	**2**
15.18 Auxiliary Power Units (APUs) Purpose, operation, protective systems.	**1**	**2**

	Level	
	A	**B1**
15.19 Powerplant Installation Configuration of firewalls, cowlings, acoustic panels, engine mounts, anti-vibration mounts, hoses, pipes, feeders, connectors, wiring looms, control cables and rods, lifting points and drains.	**1**	**2**
15.20 Fire Protection Systems Operation of detection and extinguishing systems.	**1**	**2**
15.21 Engine Monitoring and Ground Operation Procedures for starting and ground run-up; Interpretation of engine power output and parameters; Trend (including oil analysis, vibration and boroscope) monitoring; Inspection of engine and components to criteria, tolerances and data specified by engine manufacturer; Compressor washing/cleaning; Foreign Object Damage.	**1**	**3**
15.22 Engine Storage and Preservation Preservation and depreservation for the engine and accessories/systems.	**-**	**2**

MODULE 16 - PISTON ENGINE

	Level		
	A	**B1**	**B3**
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.	**1**	**2**	**2**
16.2 Engine Performance Power calculation and measurement; Factors affecting engine power; Mixtures/leaning, pre-ignition.	**1**	**2**	**2**
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;	**1**	**2**	**2**
16.4 Engine Fuel Systems			
16.4.1 *Carburettors* Types, construction and principles of operation; Icing and heating;	**1**	**2**	**2**
16.4.2 *Fuel injection systems* Types, construction and principles of operation.	**1**	**2**	**-**
16.4.3 *Electronic engine control* Operation of engine control and fuel metering systems including electronic engine control (FADEC); Systems lay-out and components.	**1**	**2**	**2**
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.	**1**	**2**	**2**

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

MODULE 17A - PROPELLER

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

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

MODULE 17B - PROPELLER

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

	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 materials used in wooden, composite and metal propellers; Blade station, blade face, blade shank, blade back and hub assembly; Fixed pitch, controllable pitch, constant speeding propeller; Propeller/spinner installation.	**2**
17.3 Propeller Pitch Control Speed control and pitch change methods, mechanical and electrical/electronic; Feathering and reverse pitch; Overspeed protection.	**2**
17.4 Propeller Synchronising Synchronising and synchrophasing equipment.	**2**
17.5 Propeller Ice Protection Fluid and electrical de-icing equipment.	**2**
17.6 Propeller Maintenance Static and dynamic balancing; Blade tracking;	**3**
17.7 Propeller Storage and Preservation Propeller preservation and depreservation	**2**

Appendix II

Basic Examination Standard

1. General

1.1. All basic examinations shall be carried out using the multi-choice question format and essay questions as specified below. The incorrect alternatives shall seem equally plausible to anyone ignorant of the subject. All of the alternatives shall be clearly related to the question and of similar vocabulary, grammatical construction and length. In numerical questions, the incorrect answers shall correspond to procedural errors such as corrections applied in the wrong sense or incorrect unit conversions: they shall not be mere random numbers.

1.2. Each multi-choice question shall have three alternative answers of which only one shall be the correct answer and the candidate shall be allowed a time per module which is based upon a nominal average of 75 seconds per question.

1.3. Each essay question requires the preparation of a written answer and the candidate shall be allowed 20 minutes to answer each such question.

1.4. Suitable essay questions shall be drafted and evaluated using the knowledge syllabus in IS-66 Appendix I Modules 7A, 7B, 9A, 9B and 10.

1.5. Each question will have a model answer drafted for it, which will also include any known alternative answers that may be relevant for other subdivisions.

1.6. The model answer will also be broken down into a list of the important points known as Key Points.

1.7. The pass mark for each module and sub-module multi-choice part of the examination is 75 %.

1.8. The pass mark for each essay question is 75 % in that the candidates answer shall contain 75 % of the required key points addressed by the question and no significant error related to any required key point.

1.9. If either the multi-choice part only or the essay part only is failed, then it is only necessary to retake the multi-choice or essay part, as appropriate.

1.10. Penalty marking systems shall not be used to determine whether a candidate has passed.

1.11. A failed module may not be retaken for at least 90 days following the date of the failed module examination, except in the case of a maintenance training organisation approved in accordance with IS-147/EASA-147 which conducts a course of retraining tailored to the failed subjects in the particular module when the failed module may be retaken after 30 days.

1.12. The time periods required by point 66.A.25 apply to each individual module examination, with the exception of those module examinations which were passed as part of another category licence, where the licence has already been issued.

1.13. The maximum number of consecutive attempts for each module is three. Further sets of three attempts are allowed with a one-year waiting period between sets.

The applicant shall confirm in writing to the the DGCA Sri Lanka to which they apply for an examination, the number and dates of attempts during the last year and the DGCA Sri Lanka where these attempts took place. DGCA Sri Lanka is responsible for checking the number of attempts within the applicable timeframes.

2. Number of questions per module

2.1. MODULE 1 - MATHEMATICS

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

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

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

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

2.2. MODULE 2 - PHYSICS

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

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

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

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

2.3. MODULE 3 - ELECTRICAL FUNDAMENTALS:

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

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

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

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

2.4. MODULE 4 - ELECTRICAL 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. 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 question. 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 question. Time allowed 40 minutes plus 20 minutes.

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

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

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

MODULE 11B - PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

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

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

MODULE 11C - PISTON AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

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

2.12. **MODULE 12 - HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS:**

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

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

2.13. **MODULE 13 - AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS**

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

Questions and time allowed may be split into two examinations as appropriate.

2.14. **MODULE 14 - PROPULSION**:

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

2.15. **MODULE 15 - GAS TURBINE ENGINE:**

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

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

2.16. **MODULE 16 - PISTON ENGINE:**

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

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

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

2.17. **MODULE 17A - PROPELLER:**

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

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

MODULE 17B - PROPELLER:

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

Appendix III

Aircraft Type Training and Examination Standard On-the-Job Training (OJT)

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 IS-147 or, when conducted by other organisations, as directly approved by the DGCA Sri Lanka.

(ii) Shall comply with the standard described in paragraph 3.1 and 4 of this Appendix III, except as permitted by the differences training described below.

(iii) In the case of a category C person qualified by holding an academic degree as specified in point 66.A.30(a)(5), the first relevant aircraft type theoretical training shall be at the category B1 or B2 level.

(iv) Shall have been started and completed within the three years preceding the application for a type rating endorsement.

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

(i) Shall be conducted by a maintenance training organisation appropriately approved in accordance with IS-147 or, when conducted by other organisations, as directly approved by the DGCA Sri Lanka.

(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 three years preceding the application for a type rating endorsement.

(c) Differences training

(i) Differences training is the training required in order to cover the differences between two different aircraft type ratings of the same manufacturer as determined by the DGCA Sri Lanka.

(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 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**
Aeroplanes with a maximum take-off mass above 30000kg:	
B1.1	150
B1.2	120
B2	100
C	30
Aeroplanes with a maximum take-off mass equal or less than 30000kg and above 5700kg:	
B1.1	120
B1.2	100
B2	100
C	25
Aeroplanes with a maximum take-off mass of 5700kg and below*:	
B1.1	80
B1.2	60
B2	60
C	15
*Helicopters***	
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 (as defined in point 66.A.5)(1) the minimum duration can be reduced by 30%.*

(1) Note from the editors: The rule refers to paragraph 66.A.42, while it should refer to 66.A.5.

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

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

(d) Justification of course duration:

Training courses carried out in a maintenance training organisation approved in accordance with IS-147 and courses directly approved by the DGCA Sri Lanka 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 DGCA Sri Lanka 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	Levels	**Aeroplanes turbine**				**Aeroplanes piston**		**Helicopters turbine**		**Avionics**
	Licence	**B1**	**C**	**B1**		**B1**	**C**	**B1**		**B2**
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 & 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**
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		**3**	**1**	**3**	**1**	**-**	**-**	**-**	**-**	**1**
52 Doors		**3**	**1**	**3**	**1**	**-**	**-**	**-**	**-**	**1**
Zonal & Station Identification Systems		**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Chapters	Levels	Aeroplanes turbine		Aeroplanes piston		Helicopters turbine		Helicopters piston		Avionics
	Licence Category	B1	C	B1	C	B1	C	B1	C	B2
Airframe Systems:										
21 Air Conditioning		3	1	3	1	3	1	3	1	3
21A Air Supply		3	1	3	1	1	3	3	1	2
21B Pressurisation		3	1	3	1	3	1	3	1	3
21C Safety & 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 & Furnishings		3	1	3	1	3	1	3	1	1
25A Electronic Equipment including emergency		1	1	1	1	1	1	1	1	3
26 Fire Protection		3	1	3	1	3	1	3	1	3
27 Flight Controls		3	1	3	1	3	1	3	1	2
27A Sys. Operation: Electrical/ Fly-by-Wire		3	1	-	-	-	-	-	-	3
28 Fuel Systems		3	1	3	1	3	1	3	1	2
28A Fuel Systems – Monitoring and indicating		3	1	3	1	3	1	3	1	3
29 Hydraulic Power		3	1	3	1	3	1	3	1	2
29A Hydraulic Power – Monitoring and indicating		3	1	3	1	3	1	3	1	3
30 Ice & Rain Protection		3	1	3	1	3	1	3	1	3
31 Indicating/Recording Systems		3	1	3	1	3	1	3	1	2
31A Instrument Systems		3	1	3	1	3	1	1	3	3
32 Landing Gear		3	1	3	1	3	1	3	1	2
32A Landing Gear – Monitoring and indicating		3	1	3	1	3	1	3	1	3
33 Lights		3	1	3	1	3	1	3	1	3
34 Navigation		2	1	2	1	2	1	2	1	3
35 Oxygen		3	1	3	1	-	-	-	-	2
36 Pneumatic		3	1	3	1	3	1	3	1	2
36A Pneumatic – Monitoring and indicating		3	1	3	1	3	1	3	1	3
37 Vacuum		3	1	3	1	3	1	3	1	2
38 Water/Waste		3	1	3	1	-	-	-	-	2
41 Water Ballast		3	1	3	1	-	-	-	-	2
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 Systems (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 Engines										
70 Standard Practices – Engines,		3	1	-	-	3	1	-	-	1
70A constructional arrangement and operation (Installation Inlet, Compressors, Combustion Section, Turbine Section, Bearings and Seals, Lubrication Systems		3	1	-	-	3	1	-	-	1
70B Engine Performance		3	1	-	-	3	1	-	-	1
71 Powerplant		3	1	-	-	3	1	-	-	1
72 Engine Turbine/Turbo Prop/Ducted Fan/Unducted Fan		3	1	-	-	3	1	-	-	1
73 Engine Fuel and Control		3	1	-	-	3	1	-	-	1
75 Air		3	1	-	-	3	1	-	-	1

76 Engine controls	**3 1**	**- -**	**3 1**	**- -**	**1**
78 Exhaust	**3 1**	**- -**	**3 1**	**- -**	**1**
79 Oil	**3 1**	**- -**	**3 1**	**- -**	**1**
80 Starting	**3 1**	**- -**	**3 1**	**- -**	**1**
82 Water Injections	**3 1**	**- -**	**3 1**	**- -**	**1**
83 Accessory Gear Boxes	**3 1**	**- -**	**3 1**	**- -**	**1**
84 Propulsion Augmentation	**3 1**	**- -**	**3 1**	**- -**	**1**
73A FADEC	**3 1**	**- -**	**3 1**	**- -**	**3**
74 Ignition	**3 1**	**- -**	**3 1**	**- -**	**3**
77 Engine Indicating Systems	**3 1**	**- -**	**3 1**	**- -**	**3**
49 Auxiliary Power Units (APUs)	**3 1**	**- -**	**- -**	**- -**	**2**
Piston Engine					
70 Standard Practices – Engines,	**- -**	**3 1**	**- -**	**3 1**	**1**
70A constructional arrangement and operation (Installation, Carburettors, Fuel injection systems, Induction, Exhaust and Cooling Systems, Supercharging/Turbocharging, Lubrication Systems	**- -**	**3 1**	**- -**	**3 1**	**1**
70B Engine Performance	**- -**	**3 1**	**- -**	**3 1**	**1**
71 Powerplant	**- -**	**3 1**	**- -**	**3 1**	**1**
73 Engine Fuel and Control	**- -**	**3 1**	**- -**	**3 1**	**1**
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 Indicating Systems	**- -**	**3 1**	**- -**	**3 1**	**3**
Propellers					
60A Standard Practices - Propeller	**3 1**	**3 1**	**- -**	**- -**	**1**
61 Propellers/Propulsion	**3 1**	**3 1**	**- -**	**- -**	**1**
61A Propeller Construction	**3 1**	**3 1**	**- -**	**- -**	**-**
61B Propeller Pitch Control	**3 1**	**3 1**	**- -**	**- -**	**-**
61C Propeller Synchronising	**3 1**	**3 1**	**- -**	**- -**	**1**
61D Propeller Electronic control	**2 1**	**2 1**	**- -**	**- -**	**3**
61E Propeller Ice Protection	**3 1**	**3 1**	**- -**	**- -**	**-**
61F Propeller Maintenance	**3 1**	**3 1**	**- -**	**- -**	**1**

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

3.2. Practical element

(a) Objective:

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

removal and replacement of components and modules unique to type, including any on-wing maintenance activity.

(b) Content:

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

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

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

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

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
Introduction Module:											
05 Time limits/maintenance checks	X/X	-	-	-	-	-	-	-	-	-	-
06 Dimensions/Areas (MTOM, etc)	X/X	-	-	-	-	-	-	-	-	-	-
07 Lifting and Shoring	X/X	-	-	-	-	-	-	-	-	-	-
08 Levelling and weighing	X/X	-	X	-	-	-	-	X	-	-	-
09 Towing and taxiing	X/X	-	X	-	-	-	-	X	-	-	-
10 Parking/mooring, Storing & 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	-	-	-	X	-
62A Rotors – Monitoring and indicating	X/X	X	X	X	X	X	-	-	-		X
63 Rotor Drives	X/-	X	-	-	-	X	-	-	-	X	-
63A Rotor Drives - Monitoring and indicating	X/X	X	-	X	X	X	-	-	-		X
64 Tail Rotor	X/-	-	X	-	-	X	-	-	-	X	-
64A Tail Rotor - Monitoring and indicating	X/X	X	-	X	X	X	-	-	-		X
65 Tail Rotor Drive	X/-	X	-	-	-	X	-	-	-	-	-
65A Tail Rotor Drive - Monitoring and indicating	X/X	X	-	X	X	X	-	-	X	-	X
66 Folding Blades/Pylon	X/-	X	X	-	-	X	-	-	-	-	-
67 Rotors Flight Control	X/-	X	X	X	X	X	-	-	-	-	-
53 Airframe Structure (Helicopter)											
Note: covered under Airframe structures											
25 Emergency Flotation Equipment	X/X	X	X	X	X	X	X	X	-	-	-
Airframe Structures											
51 Standard practices and structures (damage classification, assessment and repair)											
53 Fuselage	X/-	-	-	-	-	X	-	-	-	-	-
54 Nacelles/Pylons	X/-	-	-	-	-	-	-	-	-	-	-
55 Stabilisers	X/-	-	-	-	-	-	-	-	-	-	-
56 Windows	X/-	-	-	-	-	X	-	-	-	-	-
57 Wings	X/-	-	-	-	-	-	-	-	-	-	-
27A Flight Control Surfaces	X/-	-	-	-	-	X	-	-	-	-	-
52 Doors	X/X	X	X	-	-	-	-	X	-	-	-
Airframe Systems:											
21 Air Conditioning	X/X	X	X	-	X	X	X	X	-	X	X
21A Air Supply	X/X	X	-	-	-	-	X	-	-	-	-
21B Pressurisation	X/X	X	-	-	X	X	X	-	-	X	X
21C Safety & Warning Devices	X/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 & Furnishings	X/X	X	X	X	-	-	X	X	X	-	-
25A Electronic Equipment including emergency equipment	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	-	-	X	-
27A Sys. Operation: Electrical/ Fly-by-Wire	X/X	X	X	X	X	-	X	-	-		X
28 Fuel Systems	X/X	X	X	X	X	X	X	X	-	X	-

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
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 & 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 Systems (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,	-	-	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 Powerplant	X/-	X	X	-	-	-	-	X	-	-	-
72 Engine Turbine/Turbo Prop/Ducted Fan/Unducted Fan	X/-	-	-	-	-	-	-	-	-	-	-
73 Engine Fuel and Control	X/X	X	-	-	-	-	-	-	-	-	-
73A FADEC	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 Systems	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 Injections	X/-	X	-	-	-	-	-	-	-	-	-
83 Accessory Gear Boxes	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, Carburettors, Fuel injection systems, Induction, Exhaust and Cooling Systems, Supercharging/Turbocharging, Lubrication Systems	x/x	-	-	-	-	-	-	-	-	-	-

Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
70B Engine Performance	-	-	-	-	-	X	-	-	-	-	-
71 Powerplant	X/-	X	X	-	-	-	-	X	-	-	-
73 Engine Fuel and Control	X/X	X	-	-	-	-	-	-	-	-	-
73A FADEC	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 Injections	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 shall have 3 alternative answers of which only one shall be the correct answer. The total time is based on the total number of questions and the time for answering is based upon a nominal average of 90 seconds per question.

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

(c) In numerical questions, the incorrect answers shall correspond to procedural errors such as the use of incorrect sense (+ versus -) or incorrect measurement units. They shall not be mere random numbers.

(d) The level of examination for each chapter (*) shall be the one defined in point 2 "Aircraft type training levels". However, the use of a limited number of questions at a lower level is acceptable.

(e) The examination shall be of the closed book type. No reference material is permitted.
An exception will be made for the case of examining a B1 or B2 candidate's ability to interpret technical documents.

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

- The effective training hours spent teaching at that chapter and level;

- The learning objectives as given by the training needs analysis.

The DGCA Sri Lanka will assess the number and the level of the questions when approving the course.

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

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

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

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

4.2 Practical element examination standard

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

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

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

5. Type examination standard

Type examination shall be conducted by training organisations appropriately approved under IS-147 or by the DGCA Sri Lanka.

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

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

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

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

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

(h) The following conditions apply to the examination:

1. The maximum number of consecutive attempts is three. Further sets of three attempts are allowed with a one 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 DGCA Sri Lanka to which they apply for an examination, the number and dates of attempts during the last year and the maintenance training organisation or DGCA Sri Lanka where these attempts took place. The maintenance training organisation or DGCA Sri Lanka 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 three years preceding the application for the rating endorsement on the aircraft maintenance licence.

3. Type examination shall be performed with at least one examiner present. The examiner(s) shall not have been involved in the applicant's training.

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

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

6. On-the-Job Training

On-the-Job Training (OJT) shall be approved by DGCA Sri Lanka.

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 three years preceding the application for a type rating endorsement.

(a) Objective:

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

(b) Content:

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

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

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

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

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

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

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

Aircraft Type Training

1. Aircraft type training may be sub-divided in airframe and/or powerplant and/or avionics/electrical systems type training courses

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

2. Practical training may be performed either following or integrated with the theoretical elements. However, it should not be performed before theoretical training.

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

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

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

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

5. Electrical systems should be included in both categories of B1 and B2 type training.

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

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

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

1. The minimum duration for the theoretical element of the type rating training course, as described in Appendix III to IS-66, has been determined based on:
   - Generic categories of aircraft and minimum standard equipment fit
   - The estimated average duration of standard courses imparted in Europe

2. The purpose of the Training Needs Analysis (TNA) is to adapt and justify the duration of the course for a specific aircraft type. This means that the TNA is the main driver for determining the duration of the course, regardless of whether it is above or below the minimum duration described in Appendix III to IS-66.

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

3. The content and the duration deriving from this TNA may be supported by an analysis from the Type Certificate holder.

4. In order to approve a reduction of such minimum duration, the evaluation done by the competent authority should be performed on a case-by-case basis appropriate to the aircraft type. For example, while it would be exceptional for a theoretical course for a 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 in order to meet the learning objectives.

b) As a minimum, the Training Need Analysis (TNA) should take into account all the applicable elements contained in paragraph 3.1 of IS-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 IS-66 Appendix III.

d) For each chapter described in the theoretical element table contained in paragraph 3.1 of IS-66 Appendix III, the corresponding training time should be recorded.

e) Typical documents to be used in order to identify the areas and elements where there is a need for training typically include, among others, the Aircraft Maintenance Manual, MRB report, CMRs, airworthiness limitations, Troubleshooting Manual, Structural Repair Manual, Illustrated Parts Catalogue, Airworthiness Directives and Service Bulletins.

f) During the analysis of these documents:

- Consideration should be given to the following typical activities:
  - Activation/reactivation;
  - Removal/Installation;
  - Testing;
  - Servicing;
  - Inspection, check and repairs;
  - Troubleshooting / diagnosis.

- For the purpose of identifying the specific elements constituting the training course, it is acceptable to use a filtering method based on criteria such as:
  - Frequency of the task;
  - Human factor issues associated to the task;
  - Difficulty of the task;
  - Criticality and safety impact of the task;
  - In-service experience;
  - Novel or unusual design features (not covered by IS-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 IS-66);
- Organise the training into modules in a logical sequence (adequate combination of chapters as defined in Appendix III of IS-66);

• Determine the sequence of learning (within a lesson and for the whole syllabus);

• Identify the scope of information and level of detail with regard the minimum standard to which the topics of the TNA should be taught according to the set-up objectives.

• Address the following:

- Description of each system/component including the structure (where applicable);
- System/component operation taking into account:
  a. Complexity of the system (e.g. the need of further break down into subsystems, etc.);
  b. Design specifics, which may require more detailed presentation or may contribute to maintenance errors;
  c. Normal and emergency functioning;
  d. Troubleshooting;
  e. Interpretation of indications and malfunctions;
  f. Use of maintenance publications;
  g. Identification of special tools and equipment required for servicing and maintaining the aircraft;
  h. Maintenance Practices;
  i. Routine inspections, functional or operational tests, rigging/adjustment, etc.

• Describe the following:

- The instructional methods and equipment, teaching methods and blending of the teaching methods in order to ensure the effectiveness of the training;
- The maintenance training documentation/material to be delivered to the student;
- Facilitated discussions, questioning session, additional practiced-oriented training, etc.;
- The homework, if developed;
- The training provider's resources available to the learner.

h) It is acceptable to differentiate between issues which have to be led by an instructor and issues which may be delivered through interactive simulation training devices and/or covered by web based elements. Overall time of the course will be allocated accordingly.

i) The maximum number of training hours per day for the theoretical element of type training should not be more than 6 hours. A training hour means 60 minutes of tuition excluding any breaks, examination, revision, preparation and aircraft visit. In exceptional cases, the competent authority may allow deviation from this standard when it is properly justified that the proposed number of hours follows pedagogical and human factors principles. These principles are especially important in those cases where:

• Theoretical and practical training are performed at the same time;

• Training and normal maintenance duty / apprenticeship are performed at the same time.

j) The minimum participation time for the trainee in order to meet the objectives of the course should not be less that 90 % of the tuition hours of the theoretical training course. Additional training may be provided by the training organization in order to meet the minimum participation time. If the minimum participation defined for the course is not met, a certificate of recognition should not be issued.

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

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

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

Practical Element of the Aircraft Type Training

1. The practical training may include instruction in a classroom or in simulators but part of the practical training should be conducted in a real maintenance or manufacturer environment.

2. The tasks should be selected because of their frequency, complexity, variety, safety, criticality, novelty, etc. The selected tasks should cover all the chapters described in the table contained in paragraph 3.2 of Appendix III to IS-66.

3. The duration of the practical training should ensure that the content of training required by paragraph 3.2 of Appendix III to IS-66 is completed.
   Nevertheless, for aeroplanes with a MTOM equal or above 30000kg, the duration for the practical element of a type rating training course should not be less than two weeks unless a shorter duration meeting the objectives of the training and taking into account pedagogical aspects (maximum duration per day) is justified to the competent authority.

4. The organisation providing the practical element of the type training should provide trainees a schedule or plan indicating the list of tasks to be performed under instruction or supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks may be countersigned by the designated assessor. The logbook format and its use should be clearly defined.

5. In paragraph 4.2 of Appendix III to IS-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 IS-66.

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

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

Differences Training

Approved difference training is not required for different variants within the same aircraft type rating (as specified in Appendix I to AMC to IS-66) for the purpose of type rating endorsement on the aircraft maintenance licence.
However, this does not necessarily mean that no training is required before a certifying staff authorisation can be issued by the maintenance organisation (refer to AMC 66.A.20(b)3).

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

Type Examination Standard

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

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

On-the-Job Training (OJT)

1. "A maintenance organisation appropriately approved for the maintenance of the particular aircraft type" means a IS-145 or M.A. Subpart F approved maintenance organisation holding an A rating for such aircraft.

2. The OJT should include one to one supervision and should involve actual work task performance on aircraft/components, covering line and/or base maintenance tasks.

3. The use of simulators for OJT should not be allowed.

4. The OJT should cover at least 50% of the tasks contained in Appendix II to AMC to IS-66. Some tasks should be selected from each paragraph of the Appendix II list. Tasks should be selected among those applicable to the type of aircraft and licence (sub)category applied for. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. Typically, in addition to the variety and the complexity, the OJT tasks should be selected because of their frequency, safety, novelty, etc.

5. Up to 50% of the required OJT may be undertaken before the aircraft theoretical type training starts.

6. The organization providing the on-the-job training should provide trainees a schedule or plan indicating the list of tasks to be performed under supervision. A record of the tasks completed should be entered into a logbook which should be designed such that each task or group of tasks is countersigned by the corresponding supervisor. The logbook format and its use should be clearly defined.

7. Regarding the day-to-day supervision of the OJT programme in the approved maintenance organisation and the role of the supervisor(s), the following should be considered:

   • It is sufficient that the completion of individual OJT tasks is confirmed by the direct supervisor(s), without being necessary the direct evaluation of the assessor.
   • During the day-to-day OJT performance, the supervision aims at overseeing the

complete process, including task completion, use of manuals and procedures, observance of safety measures, warnings and recommendations and adequate behaviour in the maintenance environment.

• The supervisor(s) should personally observe the work being performed to ensure the safe completeness and should be readily available for consultation, if needed during the OJT performance.

• The supervisor(s) should countersign the tasks and release the maintenance tasks as the trainee is still not qualified to do so.

• The supervisor(s) should therefore:

- Have certifying staff or support staff privileges relevant to the OJT tasks;
- Be competent for the selected tasks;
- Be safety-orientated;Be capable to coach (setting objectives, giving training, performing supervision, evaluating, handling trainee's reactions and cultural issues, managing objectively and positively debriefing sessions, determining the need for extra training or reorientate the training, reporting, etc.);
- Be designated by the approved maintenance organisation to carry out the supervision.

8. Regarding the assessor, the following should be considered:

• The function of the assessor, as described in Section 6 of Appendix III to IS-66, is to conduct the final assessment of the completed OJT. This assessment should include confirmation of the completion of the required diversity and quantity of OJT and should be based on the supervisor(s) reports and feedback.

• In Section 6 of Appendix III to IS-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 IS-66.

9. The procedures for OJT should be included into the Exposition Manual of the approved maintenance organisation (chapter 3.15, as indicated in AMC 145.A.70 (a)).
However, since these procedures in the Exposition Manual are approved by the competent authority of the maintenance organisation, and providing training is not one of the privileges of a maintenance organisation, they can only be used when the licensing authority is the same as the competent authority of the maintenance organisation. In other cases, it is up to the licensing authority to decide whether it accepts such procedures for the purpose of approving the OJT (refer to AMC 66.B.115).

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

Aircraft Type Training and On-the-Job Training

The theoretical and practical training providers, as well as the OJT provider, may contract the services of a language translator in the case where training is imparted to students not conversant in the language of the training material. Nevertheless, it remains essential that the students understand all the relevant maintenance documentation.
During the performance of examinations and assessments, the assistance of the translator should be limited to the translation of the questions, but should not provide clarifications or help in relation to those questions.

Appendix IV
Experience requirements for extending a IS-66 Aircraft Maintenance Licence

The table below shows the experience requirements for adding a new catergory or subcategory on an existing IS-66 licene.

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

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

To 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

Application Form – *Civil Aviation Authority* Form 19

1. CAASL Form CAASL/PL/I/08 (Form 19) is used for application for the Aircraft Maintenance Licence referred to in this IS.
2. Kindly visit CAASL website www.caa.lk to download the latest version of CAASL Form-19 under reference CAASL Form CAASL/PL/I/08.

Appendix VI

Aircraft Maintenance Licence referred to in *IS-66* – CAASL *Form 26*

1. An example of the aircraft maintenance licence referred to in IS-66 can be found on the following pages.

2. The document shall be printed in the standardised form shown but may be reduced in size to 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 an aircraft maintenance licence issued in accordance with IS-66.

3. The document may be bilingual provided one of the languages is English.

4. *Reserved*

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 of the aircraft maintenance licence contained herein.

6. The document may be prepared (i) by the DGCA Sri Lanka or (ii) by any maintenance organisation approved in accordance with *IS-145* if the DGCA Sri Lanka agrees so and subject to a procedure developed as part of the maintenance organisation exposition referred to in point 145.A.70 of IS-145, except that in all cases the DGCA Sri Lanka will issue the document.

7. The preparation of any change to an existing aircraft maintenance licence may be carried out (i) by the DGCA Sri Lanka or (ii) any maintenance organisation approved in accordance with *IS-145* if the DGCA Sri Lanka agrees so and subject to a procedure developed as part of the maintenance organisation exposition referred to in point 145.A.70 of *IS-145*, except that in all cases the DGCA Sri Lanka will change the document.

8. The aircraft maintenance 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 certification privilege and may result in prosecution under CAASL applicable regulations and enforcement Procedure.

10. Reserved.

11. The annex to Form 26 is optional and may only be used to include national privileges, where such privileges are covered by the national regulation outside the scope of *IS-66*.

12. For information the actual IS-66 aircraft maintenance licence issued by the DGCA Sri Lanka may have the pages in a different order and may not have the divider lines.

13. With regard to the aircraft type rating page DGCA Sri Lanka 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.

14. Notwithstanding 13, each page issued will be in this format and contain the specified information for that page.

15. The licence shall clearly indicate that the limitations are exclusions from the certification privileges. If there are no limitations applicable, the LIMITATIONS page will be issued stating 'No limitations'.

16. 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.

17. Example of Aircraft Maintenance Licence referred to in *IS-66*.

I.

DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA

CIVIL AVIATION AUTHORITY OF SRI LANKA

II.

IS-66
AIRCRAFT MAINTENANCE LICENCE

III.

Licence No. **[CAASL].66.[XXXX]**

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VIII. CONDITIONS

Issued under the authority of the Director General of Civil Aviation Sri Lanka in accordance with the provisions of the Civil Aviation Act, No 14 of 2010, and the regulations in force there under.

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

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

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

The privileges of the holder of this licence are prescribed by IS-66 and the applicable requirements of Continuing Airworthiness and IS-145.

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

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

Licence No: Page 2 of 8

IV. Full name of holder:

IV b. Date and place of birth:

V. Address of holder:

VI. Nationality of holder:

VII. Signature of holder:

Licence No: Page 3 of 8

IX. IS-66 CATEGORIES

VALIDITY	A	B1	B2	B3	C
Aeroplanes Turbine			n/a	n/a	n/a
Aeroplanes Piston			n/a	n/a	n/a
Helicopters Turbine			n/a	n/a	n/a
Helicopters Piston			n/a	n/a	n/a
Avionics	n/a	n/a		n/a	n/a
Large Aircraft	n/a	n/a	n/a	n/a	
Aircraft other than large	n/a	n/a	n/a	n/a	
Pistone-engine non-pressurised aeroplanes of 2000 kg MTOM	n/a	n/a	n/a		n/a

X. Signature of issuing officer & date:

XI. Stamp of the CAASL:

Licence No: Page 4of 8

XII. IS-66 AIRCRAFT TYPE RATINGS:

Aircraft Rating	Category	Stamp & Date

Licence No: Page 5 of 8

XIII.
A. IS-66 LIMITATIONS:

B. License Valid until:

C. Special Endorsement:

Date of Initial Issue of this licence -

Licence No: Page 6 of 8

Annex to FORM 26

XIV. National Privileges outside the scope of IS-66 in accordance with CAASL Legislation:

Official Stamp & Date

Licence No: Page 7 of 8

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Licence No: Page 8 of 8

CAASL/Pl/052 (Form 26 Issue 1)

CHAPTER 4

APPENDICES TO AMC

Appendix I

Aircraft Type Ratings for IS-66 Aircraft Maintenance Licence

The following aircraft type ratings may be used by DGCA Sri Lanka to ensure a common standard. This list is based on EASA Type rating list published by EASA ED Decision 2015/020/R that is regularly updated by EASA. The CAASL will visit the EASA website to identify the latest changes and update this list accordingly.

Notes on TR endorsement covering several models/variant:

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

To demonstrate adequate competence on the relevant model(s)/variant(s), the AML holder and/or the maintenance organisation where the AML holder is contracted/employed, 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.A.20(b)3 and AMC 145.A.35(a)

Notes on when the licences should be modified:

- When a modification is introduced by this issue of IS-66 to an aircraft type rating or to an engine designation in the rating which affect licences already issued, the ratings on the Aircraft Maintenance Licences (AMLs) may be modified at the next renewal or when the licence is re-issued, unless there is an urgent reason to modify the licence.

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

- It is not the intention of this document to include all aircraft modified by STCs.

- When an aircraft has been modified by an STC for installation of another engine, the IS-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 to a licence faces such a case, he/she can inform the CAA and a new type rating will be defined by the CAA.*

In the following tables:

- The column "TC Holder" includes the TC holder as defined in the type certificate data sheets (TCDS) (EASA, FAA or other) or the Specific Airworthiness Specifications (SAS).

- The column 'STC Holder' includes the STC holder as defined in the supplemental type certificate data sheets (STCDS) (EASA, FAA or other)

- Some TC holders' designations have been corrected to add the information: 'Aircraft with an SAS', this means that the aircraft listed under this TC holder designation is considered an 'orphan aircraft'.

- In Group 3, a third column has been added which is called 'Type of structure' and which intends to assist in identifying the experience required for this type with a view on 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.

- In Group 3, the column 'MTOM' intends to assist the CAASL in identifying the aeroplanes 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.

List of aircraft type ratings for Appendix I to AMC to IS-66 -GROUP 1 AEROPLANES

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *orType of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
						2T and BELOW	**ABOVE 2T**
1	A	328 Support Services	328-100 series		**Dornier 328-100 (PWC PW119)**		
1	A	328 Support Services	328-300 series		**Dornier 328-300 (PWC PW306)**		
1	A	AIR TRACTOR	AT-802		**Air Tractor AT-800 Series (PWC PT6)**		
1	A	AIR TRACTOR	AT-802A		**Air Tractor AT-800 Series (PWC PT6)**		
1	A	AIRBUS	A300 B1		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B2-1A		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B2-1C		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B2-202		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B2-203		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B2K-3C		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B4-102		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B4-103		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B4-203		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B4-2C		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 C4-203		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 F4-203		**Airbus A300 basic model (GE CF6)**		
1	A	AIRBUS	A300 B2-320		**Airbus A300 basic model (PW JT9D)**		
1	A	AIRBUS	A300 B4-120		**Airbus A300 basic model (PW JT9D)**		
1	A	AIRBUS	A300 B4-220		**Airbus A300 basic model (PW JT9D)**		
1	A	AIRBUS	A300 B4-601		**Airbus A300-600 (GE CF6)**		
1	A	AIRBUS	A300 B4-603		**Airbus A300-600 (GE CF6)**		
1	A	AIRBUS	A300 B4-605 R		**Airbus A300-600 (GE CF6)**		
1	A	AIRBUS	A300 C4-605 R Variant F		**Airbus A300-600 (GE CF6)**		
1	A	AIRBUS	A300 F4-605 R		**Airbus A300-600 (GE CF6)**		
1	A	AIRBUS	A300 B4-622		**Airbus A300-600 (PW 4000)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
						2T and BELOW	**ABOVE 2T**
1	A	AIRBUS	A300 B4-622 R		**Airbus A300-600 (PW 4000)**		
1	A	AIRBUS	A300 F4-622 R		**Airbus A300-600 (PW 4000)**		
1	A	AIRBUS	A300 B4-620		**Airbus A300-600 (PW JT9D)**		
1	A	AIRBUS	A300 C4-620		**Airbus A300-600 (PW JT9D)**		
1	A	AIRBUS	A300F4-608ST	Beluga	**Airbus A300-600ST (GE CF6)**		
1	A	AIRBUS	A310-203		**Airbus A310 (GE CF6)**		
1	A	AIRBUS	A310-203 C		**Airbus A310 (GE CF6)**		
1	A	AIRBUS	A310-221		**Airbus A310 (GE CF6)**		
1	A	AIRBUS	A310-304		**Airbus A310 (GE CF6)**		
1	A	AIRBUS	A310-308		**Airbus A310 (GE CF6)**		
1	A	AIRBUS	A310-324		**Airbus A310 (PW 4000)**		
1	A	AIRBUS	A310-325		**Airbus A310 (PW 4000)**		
1	A	AIRBUS	A310-221		**Airbus A310 (PW JT9D)**		
1	A	AIRBUS	A310-222		**Airbus A310 (PW JT9D)**		
1	A	AIRBUS	A310-322		**Airbus A310 (PW JT9D)**		
1	A	AIRBUS	A318-120 series		**Airbus A318 (PW 6000)**		
1	A	AIRBUS	A318-110 series		**Airbus A318/A319/A320/A321 (CFM56)**		
1	A	AIRBUS	A319-110 series		**Airbus A318/A319/A320/A321 (CFM56)**		
1	A	AIRBUS	A320-111		**Airbus A318/A319/A320/A321 (CFM56)**		
1	A	AIRBUS	A320-210 series		**Airbus A318/A319/A320/A321 (CFM56)**		
1	A	AIRBUS	A321-110 series		**Airbus A318/A319/A320/A321 (CFM56)**		
1	A	AIRBUS	A321-210 series		**Airbus A318/A319/A320/A321 (CFM56)**		
1	A	AIRBUS	A319-130 series		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A320-230 series		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A321-110 series		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A321-230 series		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A319-151N	A319 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A319-152N	A319 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
						2T and BELOW	**ABOVE 2T**
1	A	AIRBUS	A319-153N	A319 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A320-251N	A320 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A320-252N	A320 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A320-253N	A320 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A321-251N	A321 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A321-252N	A321 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A321-253N	A321 NEO	**Airbus A319/A320/A321 (CFM LEAP-1 A)**		
1	A	AIRBUS	A319-171N	A319 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A319-172N	A319 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A319-173N	A319 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A320-271N	A320 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A320-272N	A320 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A320-273N	A320 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A321-271N	A321 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A321-272N	A321 NEO	**Airbus A319/A320/A321 (IAE PW1100G)**		
1	A	AIRBUS	A319-131		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A319-132		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A319-133		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A320-231		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A320-232		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A320-233		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A321-131		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A321-231		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A321-232		**Airbus A319/A320/A321 (IAE V2500)**		
1	A	AIRBUS	A330-200 Series		**Airbus A330 (GE CF6)**		
1	A	AIRBUS	A330-300 Series		**Airbus A330 (GE CF6)**		
1	A	AIRBUS	A330-223		**Airbus A330 (PW 4000)**		
1	A	AIRBUS	A330-223F		**Airbus A330 (PW 4000)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or* *Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	AIRBUS	A330-320 series		**Airbus A330 (PW 4000)**		
1	A	AIRBUS	A330-240 series		**Airbus A330 (RR Trent 700)**		
1	A	AIRBUS	A330-340 series		**Airbus A330 (RR Trent 700)**		
1	A	AIRBUS	A330-743L	Beluga XL	**Airbus A330 (RR Trent 700)**		
1	A	AIRBUS	A330-841	A330 NEO	**Airbus A330 (RR Trent 7000)**		
1	A	AIRBUS	A330-941	A330 NEO	**Airbus A330 (RR Trent 7000)**		
1	A	AIRBUS	A340-210 series		**Airbus A340 (CFM56)**		
1	A	AIRBUS	A340-310 series		**Airbus A340 (CFM56)**		
1	A	AIRBUS	A340-540 series		**Airbus A340 (RR RB 211 Trent 500)**		
1	A	AIRBUS	A340-640 series		**Airbus A340 (RR RB 211 Trent 500)**		
1	A	AIRBUS	A350-1000		**Airbus A350 (RR Trent XWB)**		
1	A	AIRBUS	A350-941		**Airbus A350 (RR Trent XWB)**		
1	A	AIRBUS	A380-861		**Airbus A380 (EA GP7200)**		
1	A	AIRBUS	A380-840 series		**Airbus A380 (RR RB 211 Trent 900)**		
1	A	AIRBUS (Aircraft with SAS)	SN 601	Coevette	**Aerospatiale SN-601(PWC JT15D)**		
1	A	Airbus Military Sociedad Limitada (AMSL)	A400M-180		**Airbus A400M (EPI TP400)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E20	Turbolet	**Let L-410 (GE H80)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E20 CARGO	Turbolet	**Let L-410 (GE H80)**		
1	A	AIRCRAFT INDUSTRIES	L-410 M Turbolet	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-Turbolet	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E20	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E20 CARGO	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E9	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP-E-LW	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-410 UVP- LW	Turbolet	**Let L-410 (Walter M601)**		
1	A	AIRCRAFT INDUSTRIES	L-420		**Let L-420 (Walter M601)**		
1	A	ALENIA AERMACCHI	C-27J		**Alenia C-27 (Allison/RR AE2100)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	ANTONOV	AN-26		**Antonov AN26 (Ivchenko AI-24)**		
1	A	ANTONOV	AN-26B		**Antonov AN26 (Ivchenko AI-24)**		
1	A	Antonov Aeronautical Scientific and Technical Complex (Aircraft with SAS)	Antonov An-28		**Antonov An-28 (ТВД)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 42-200		**ATR 42-200/300 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 42-300		**ATR 42-200/300 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 42-320		**ATR 42-200/300 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 42-400		**ATR 42-400/500/72-212A (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 42-500	42-500	**ATR 42-400/500/72-212A (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 42-500	42-600	**ATR 42-400/500/72-212A (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-212 A	72-500	**ATR 42-400/500/72-212A (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-212 A	72-600	**ATR 42-400/500/72-212A (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-101		**ATR 72-100/200 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-102		**ATR 72-100/200 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-201		**ATR 72-100/200 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-202		**ATR 72-100/200 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-211		**ATR 72-100/200 series (PWC PW120)**		
1	A	ATR-GIE Avions de Transport Régional	ATR 72-212		**ATR 72-100/200 series (PWC PW120)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	ATP		**ATP (PWC PW120)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters H=helicop**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ100		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ115		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ70		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	AVRO 146-RJ85		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 100		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 200		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	BAe 146 Series 300		**BAe 146/ AVRO 146-RJ (Honeywell ALF500 Series)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	HP.137 Jetstream Mk.1	Jetstream 1	**HP.137 (Turbomeca Astazou)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	HP.137 Jetstream Mk.1	Jetstream 2	**HP.137 (Turbomeca Astazou)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2A		**HS748 (RRD Dart)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	HS 748 Series 2B		**HS748 (RRD Dart)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	HS.748 Series 1		**HS748 (RRD Dart)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	HS.748 Series 2		**HS748 (RRD Dart)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 200		**Jetstream 200 (Turbomeca Astazou)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 3100 Series	Jetstream 31	**Jetstream 31/32 (Honeywell TPE331)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 3200 Series	Jetstream 32/32EP	**Jetstream 31/32 (Honeywell TPE331)**		
1	A	BAE SYSTEMS (OPERATIONS) Ltd	Jetstream 4100 Series		**Jetstream 41 (Honeywell TPE331)**		
1	A	BEECHCRAFT Corporation	1900	Airliner	**Beech 1900 (PWC PT6)**		
1	A	BEECHCRAFT Corporation	1900C	Airliner	**Beech 1900 (PWC PT6)**		
1	A	BEECHCRAFT Corporation	1900D	Airliner	**Beech 1900 (PWC PT6)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BEECHCRAFT	200/A200		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	200C/A200C		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	200CT/A200CT		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	200T		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	B200		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	B200C		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	B200CGT		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	B200CT		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	B200GT		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	B200T		**Beech 200 Series (PWC PT6)**		
1	A	BEECHCRAFT	300	Super King Air	**Beech 300 Series (PWC PT6)**		
1	A	BEECHCRAFT	300LW	Super King Air	**Beech 300 Series (PWC PT6)**		
1	A	BEECHCRAFT	B300	Super King Air	**Beech 300 Series (PWC PT6)**		
1	A	BEECHCRAFT	B300C	Super King Air	**Beech 300 Series (PWC PT6)**		
1	A	BEECHCRAFT	65-90	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	65-A90	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	65-A90-1	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	65-A90-2	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	65-A90-4	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	B90	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	C90	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	C90A	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	C90GT	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	C90GTi	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	E90	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	F90	King Air	**Beech 90 Series (PWC PT6)**		
1	A	BEECHCRAFT	H90	King Air	**Beech 90 Series (PWC PT6)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BEECHCRAFT Corporation	99		**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	100	King Air	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	99A		**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	A100	King Air	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	A100A/C	King Air	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	A99	Airliner	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	A99A	Airliner	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	B99	Airliner	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	C99	Airliner	**Beech 99/100 Series (PWC PT6)**		
1	A	BEECHCRAFT Corporation	B100		**Beech B100 (Honeywell TPE331)**		
1	A	BERIEV Aircraft Company	Be-200ES-E		**Beriev 200 (Ivchenko D-436TP)**		
1	A	B-N GROUP Ltd. (Britten- Norman)	BN2T/-2/-2R/-4R/-4S	Turbine Islander	**Britten-Norman BN2T Series (RR Corp 250)**		
1	A	BOEING COMPANY (THE)	707-200	B707	**Boeing 707 (PW JT4)**		
1	A	BOEING COMPANY (THE)	707-200B	B707	**Boeing 707 (PW JT4)**		
1	A	BOEING COMPANY (THE)	707-300 Series	B707	**Boeing 707 (PW JT4)**		
1	A	BOEING COMPANY (THE)	707-400	B707	**Boeing 707 (RR Conway)**		
1	A	BOEING COMPANY (THE)	707-100 Long Body	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	707-100B Long Body	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	707-100B Short Body	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	707-300	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	707-300C	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	720	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	720B	B707	**Boeing 707/720 (PW JT3D)**		
1	A	BOEING COMPANY (THE)	727	B727	**Boeing 727 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	727-100	B727	**Boeing 727 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	727-100C	B727	**Boeing 727 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	727-200	B727	**Boeing 727 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	727-200F	B727	**Boeing 727 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	727C	B727	**Boeing 727 (PW JT8D)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BOEING COMPANY (THE)	737-100	B737 Classic	**Boeing 737-100/200 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	737-200	B737 Classic	**Boeing 737-100/200 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	737-200C	B737 Classic	**Boeing 737-100/200 (PW JT8D)**		
1	A	BOEING COMPANY (THE)	737-300	B737 Classic	**Boeing 737-300/400/500 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-400	B737 Classic	**Boeing 737-300/400/500 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-500	B737 Classic	**Boeing 737-300/400/500 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-600	B737 Next Geneneration	**Boeing 737-600/700/800/900 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-700	B737 Next Geneneration	**Boeing 737-600/700/800/900 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-800	B737 Next Geneneration	**Boeing 737-600/700/800/900 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-900	B737 Next Geneneration	**Boeing 737-600/700/800/900 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-900ER	B737 Next Geneneration	**Boeing 737-600/700/800/900 (CFM56)**		
1	A	BOEING COMPANY (THE)	737-7	B737 MAX	**Boeing 737-7/8/9/ (CFM LEAP-1B)**		
1	A	BOEING COMPANY (THE)	737-8	B737 MAX	**Boeing 737-7/8/9/ (CFM LEAP-1B)**		
1	A	BOEING COMPANY (THE)	737-9	B737 MAX	**Boeing 737-7/8/9/ (CFM LEAP-1B)**		
1	A	BOEING COMPANY (THE)	747-100	B747	**Boeing 747-100 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	747-200	B747	**Boeing 747-200/300 (GE CF6)**		
1	A	BOEING COMPANY (THE)	747-200C	B747	**Boeing 747-200/300 (GE CF6)**		
1	A	BOEING COMPANY (THE)	747-200F	B747	**Boeing 747-200/300 (GE CF6)**		
1	A	BOEING COMPANY (THE)	747-300	B747	**Boeing 747-200/300 (GE CF6)**		
1	A	BOEING COMPANY (THE)	747-200B	B747	**Boeing 747-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	747-200C	B747	**Boeing 747-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	747-200F	B747	**Boeing 747-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	747-300	B747	**Boeing 747-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	747-200B	B747	**Boeing 747-200/300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	747-200C	B747	**Boeing 747-200/300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	747-200F	B747	**Boeing 747-200/300 (RR RB211)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BOEING COMPANY (THE)	747-300	B747	**Boeing 747-200/300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	747-400	B747	**Boeing 747-400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	747-400F/SF(BCF)	B747	**Boeing 747-400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	747-400	B747	**Boeing 747-400 (PW 4000)**		
1	A	BOEING COMPANY (THE)	747-400F/SF(BCF)	B747	**Boeing 747-400 (PW 4000)**		
1	A	BOEING COMPANY (THE)	747-400	B747	**Boeing 747-400 (RR RB211)**		
1	A	BOEING COMPANY (THE)	747-400F/SF(BCF)	B747	**Boeing 747-400 (RR RB211)**		
1	A	BOEING COMPANY (THE)	747-8	B747	**Boeing 747-8 (GE GEnx)**		
1	A	BOEING COMPANY (THE)	747-8F	Freighter	**Boeing 747-8 (GE GEnx)**		
1	A	BOEING COMPANY (THE)	747SP		**Boeing 747SP(PW JT9D)**		
1	A	BOEING COMPANY (THE)	757-200	B757	**Boeing 757-200/300 (PW 2000)**		
1	A	BOEING COMPANY (THE)	B757-200PF	B757	**Boeing 757-200/300 (PW 2000)**		
1	A	BOEING COMPANY (THE)	B757-300	B757	**Boeing 757-200/300 (PW 2000)**		
1	A	BOEING COMPANY (THE)	B757-200	B757	**Boeing 757-200/300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	B757-200PF	B757	**Boeing 757-200/300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	B757-300	B757	**Boeing 757-200/300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	B767-200	B767	**Boeing 767-200/300 (PW 4000)**		
1	A	BOEING COMPANY (THE)	B767-300	B767	**Boeing 767-200/300 (PW 4000)**		
1	A	BOEING COMPANY (THE)	B767-300BCF	B767	**Boeing 767-200/300 (PW 4000)**		
1	A	BOEING COMPANY (THE)	B767-200	B767	**Boeing 767-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	B767-300	B767	**Boeing 767-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	B767-300BCF	B767	**Boeing 767-200/300 (PW JT9D)**		
1	A	BOEING COMPANY (THE)	B767-200	B767	**Boeing 767-200/300/400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	B767-300	B767	**Boeing 767-200/300/400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	B767-300F	B767	**Boeing 767-200/300/400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	B767-300BCF	B767	**Boeing 767-200/300/400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	B767-400ER	B767	**Boeing 767-200/300/400 (GE CF6)**		
1	A	BOEING COMPANY (THE)	B767-300	B767	**Boeing 767-300 (RR RB211)**		
1	A	BOEING COMPANY (THE)	B777-200	B777	**Boeing 777-200/300 (GE 90)**		
1	A	BOEING COMPANY (THE)	B777-200LR	B777	**Boeing 777-200/300 (GE 90)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BOEING COMPANY (THE)	B777-300ER	B777	**Boeing 777-200/300 (GE 90)**		
1	A	BOEING COMPANY (THE)	B777F	Freighter	**Boeing 777-200/300 (GE 90)**		
1	A	BOEING COMPANY (THE)	B777-200	B777	**Boeing 777-200/300 (PW 4000)**		
1	A	BOEING COMPANY (THE)	B777-300	B777	**Boeing 777-200/300 (PW 4000)**		
1	A	BOEING COMPANY (THE)	B777-200	B777	**Boeing 777-200/300 (RR RB211 Trent 800)**		
1	A	BOEING COMPANY (THE)	B777-300	B777	**Boeing 777-200/300 (RR RB211 Trent 800)**		
1	A	BOEING COMPANY (THE)	B787-10	Dreamliner	**Boeing 787-8/-9 (GEnx)**		
1	A	BOEING COMPANY (THE)	B787-8	Dreamliner	**Boeing 787-8/-9 (GEnx)**		
1	A	BOEING COMPANY (THE)	B787-9	Dreamliner	**Boeing 787-8/-9 (GEnx)**		
1	A	BOEING COMPANY (THE)	B787-10	Dreamliner	**Boeing 787-8/-9 (RR RB 211 Trent 1000)**		
1	A	BOEING COMPANY (THE)	B787-8	Dreamliner	**Boeing 787-8/-9 (RR RB 211 Trent 1000)**		
1	A	BOEING COMPANY (THE)	B787-9	Dreamliner	**Boeing 787-8/-9 (RR RB 211 Trent 1000)**		
1	A	BOMBARDIER	BD-100-1A10	Challenger 300 Challenger 350	**Bombardier BD-100-1A10 (Honeywell AS907)**		
1	A	BOMBARDIER	BD-500-1A10	CSeries CS100	**Bombardier BD-500 Series (PW PW1500G)**		
1	A	BOMBARDIER	BD-500-1A11	CSeries CS300	**Bombardier BD-500 Series (PW PW1500G)**		
1	A	BOMBARDIER	BD-700-1A10	Global Express Global 6000	**Bombardier BD-700 Series (RRD BR700-710)**		
1	A	BOMBARDIER	BD-700-1A11	Global 5000 Global 5000 GVFD	**Bombardier BD-700 Series (RRD BR700-710)**		
1	A	BOMBARDIER	BD-700-1A12	Global 5000 Global 5000 GVFD	**Bombardier BD-700 Series (RRD BR700-710)**		
1	A	BOMBARDIER	BD-700-1A13	Global 5000 Global 5000 GVFD	**Bombardier BD-700 Series (RRD BR700-710)**		
1	A	BOMBARDIER	CL600-1A11(600)	Challenger 600	**Bombardier CL-600-1A11(Honeywell ALF502)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BOMBARDIER	CL-600-2A12 (601 Variant)	Challenger 601	**Bombardier CL-600-2A12/-2B16 (variant CL 601/601-3A/3R) (GE CF34)**		
1	A	BOMBARDIER	CL-600-2B16 (601-3A Variant)	Challenger 601-3A	**Bombardier CL-600-2A12/-2B16 (variant CL 601/601-3A/3R) (GE CF34)**		
1	A	BOMBARDIER	CL-600-2B16 (601-3R Variant)	Challenger 601-3R	**Bombardier CL-600-2A12/-2B16 (variant CL 601/601-3A/3R) (GE CF34)**		
1	A	BOMBARDIER	CL-600-2B16 (CL 604 Variant)	Challenger 604 (MSN < 5701) Challenger 605 (5701<=MSN <=5990) Challenger 650 (MSN >= 6050)	**Bombardier CL-600-2B16 (variant CL 604) (GE CF34)**		
1	A	BOMBARDIER	CL-600-2B19 (RJ Series 100)	Regional Jet Series 100/200/440/ Challenger 850/CRJ SE	**Bombardier CL-600-2B19/2C10/2D15/2D24/2E25 (GE CF34)**		
1	A	BOMBARDIER	CL-600-2C10 (RJ 700/701/702)	Regional Jet Series 700/701/702	**Bombardier CL-600-2C10/-2D15/-2D24/-2E25 (GE CF34)**		
1	A	BOMBARDIER	CL-600-2D15 (RJ Series 705)	Regional Jet Series 705	**Bombardier CL-600-2C10/-2D15/-2D24/-2E25 (GE CF34)**		
1	A	BOMBARDIER	CL-600-2D24 (RJ Series 900)	Regional Jet Series 900	**Bombardier CL-600-2C10/-2D15/-2D24/-2E25 (GE CF34)**		
1	A	BOMBARDIER	CL-600-2E25 (RJ Series 1000)	Regional Jet Series 1000	**Bombardier CL-600-2C10/-2D15/-2D24/-2E25 (GE CF34)**		
1	A	BOMBARDIER	DHC-8-102	DHC-8 Series 100	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-103	DHC-8 Series 100	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-106	DHC-8 Series 100	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	BOMBARDIER	DHC-8-201	DHC-8 Series 200	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-202	DHC-8 Series 200	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-301	DHC-8 Series 300	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-311	DHC-8 Series 300	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-314	DHC-8 Series 300	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-315	DHC-8 Series 300	**Bombardier DHC-8-100/200/300 (PWC PW 120)**		
1	A	BOMBARDIER	DHC-8-401	DHC-8 Series 400	**Bombardier DHC-8-400 (PWC PW150)**		
1	A	BOMBARDIER	DHC-8-402	DHC-8 Series 400	**Bombardier DHC-8-400 (PWC PW150)**		
1	A	BOMBARDIER	CL-215-1A10		**Canadair CL-215 (PW R2800)**		
1	A	BOMBARDIER	CL-215-6B11 (CL-215T Variant)		**Canadair CL-215 (PWC PW120)**		
1	A	BOMBARDIER	CL-215-6B11 (CL-415 Variant)		**Canadair CL-415 (PWC PW123)**		
1	A	CESSNA AIRCRAFT Company	401/402		**Cessna 400 Series (Continental)**		
1	A	CESSNA AIRCRAFT Company	404		**Cessna 400 Series (Continental)**		
1	A	CESSNA AIRCRAFT Company	411		**Cessna 400 Series (Continental)**		
1	A	CESSNA AIRCRAFT Company	414		**Cessna 400 Series (Continental)**		
1	A	CESSNA AIRCRAFT Company	421		**Cessna 400 Series (Continental)**		
1	A	CESSNA AIRCRAFT Company	425	Corsair / Conquest I	**Cessna 425 (PWC PT6)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	CESSNA AIRCRAFT Company	441		**Cessna 441 (Honeywell TPE331)**		
1	A	CESSNA AIRCRAFT Company	500	Citation / Citation I	**Cessna 500/501 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	501	Citation I	**Cessna 500/501 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	510		**Cessna 510 (PWC PW615)**		
1	A	CESSNA AIRCRAFT Company	525	Citation Jet CJ1	**Cessna 525/525A (Williams FJ44)**		
1	A	CESSNA AIRCRAFT Company	526	Citation M2	**Cessna 525/525A (Williams FJ44)**		
1	A	CESSNA AIRCRAFT Company	525A	Citation Jet CJ2	**Cessna 525/525A (Williams FJ44)**		
1	A	CESSNA AIRCRAFT Company	525B	Citation Jet CJ3	**Cessna 525B (Williams FJ44)**		
1	A	CESSNA AIRCRAFT Company	525C	Citation Jet CJ4	**Cessna 525C (Williams FJ44)**		
1	A	CESSNA AIRCRAFT Company	550	Citation II	**Cessna 550/551/560 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	560	Citation V	**Cessna 550/551/560 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	560	Citation Ultra	**Cessna 550/551/560 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	S550	Citation S/II	**Cessna 550/551/560 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	551	Citation II	**Cessna 550/551/560 (PWC JT15D)**		
1	A	CESSNA AIRCRAFT Company	550	Citation Bravo	**Cessna 550/560 (PWC PW530/535)**		
1	A	CESSNA AIRCRAFT Company	560	Citation Encore	**Cessna 550/560 (PWC PW530/535)**		
1	A	CESSNA AIRCRAFT Company	560	Citation Encore +	**Cessna 550/560 (PWC PW530/535)**		
1	A	CESSNA AIRCRAFT Company	560 XL	Citation Excel Citation XLS Citation XLS+	**Cessna 560XL/XLS (PWC PW545)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	CESSNA AIRCRAFT Company	650	Citation III, Citation VI Citation VII	**Cessna 650 (Honeywell TFE731)**		
1	A	CESSNA AIRCRAFT Company	CIRRUS SF 50 SINGLE ENGINE JET		**CIRRUS SF50 (WILLIAMS)**		
1	A	DASSAULT AVIATION	Falcon 10		**Falcon 10 (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Fan Jet Falcon	(Basic) Fan Jet Falcon	**Falcon 20 (GE CF700)**		
1	A	DASSAULT AVIATION	Fan Jet Falcon C		**Falcon 20 (GE CF700)**		
1	A	DASSAULT AVIATION	Fan Jet Falcon D		**Falcon 20 (GE CF700)**		
1	A	DASSAULT AVIATION	Fan Jet Falcon E		**Falcon 20 (GE CF700)**		
1	A	DASSAULT AVIATION	Fan Jet Falcon F		**Falcon 20 (GE CF700)**		
1	A	DASSAULT AVIATION	Fan Jet Falcon G		**Falcon 200 (Honeywell ATF 3-6)**		
1	A	DASSAULT AVIATION	Mystère Falcon 200		**Falcon 200 (Honeywell ATF 3-6)**		
1	A	DASSAULT AVIATION	Mystère Falcon 20GF		**Falcon 200 (Honeywell ATF 3-6)**		
1	A	DASSAULT AVIATION	Falcon 2000		**Falcon 2000 (CFE 738)**		
1	A	DASSAULT AVIATION	Falcon 2000EX		**Falcon 2000EX (PWC PW308)**		
1	A	DASSAULT AVIATION	Falcon 2000EX	F2000EX EASy F2000DX F2000LX F2000LXS F2000S	**Falcon 2000EX EASy (PWC PW308C)**		
1	A	DASSAULT AVIATION	Mystère Falcon 20-C5		**Falcon 20-5 (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Mystère Falcon 20-D5		**Falcon 20-5 (Honeywell TFE731)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	DASSAULT AVIATION	Mystère Falcon 20-E5		**Falcon 20-5 (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Mystère Falcon 20-F5		**Falcon 20-5 (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Mystère Falcon 50		**Falcon 50 (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Mystère Falcon 50	F50EX	**Falcon 50EX (Honeywell TFE731)**		
1 **1**	A	DASSAULT AVIATION	Falcon 7X	Falcon 7X Falcon 8X	**Falcon 7X (PW307)**		
1	A	DASSAULT AVIATION	Mystère Falcon 900	Falcon 900 Falcon 900B	**Falcon 900/ (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Falcon 900EX		**Falcon 900C/EX (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Mystère Falcon 900	F900C	**Falcon 900C/EX (Honeywell TFE731)**		
1	A	DASSAULT AVIATION	Falcon 900EX	F900EX EASY F900DX F900LX	**Falcon 900EX EASy (Honeywell TFE731)**		
1	A	DORNIER Seastar	Seastar CD2		**Dornier Seastar CD2 (PWC PT6)**		
1	A	EADS CASA	C-212-CB	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-CC	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-CD	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-CE	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-CF	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-DD	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-DF	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-EE	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-VA	Aviocar	**CASA C-212 (Honeywell TPE331)**		
1	A	EADS CASA	C-212-DE	Aviocar	**CASA C-212 (PWC PT6)**		
1	A	EADS CASA	C-295		**CASA C-295 (PWC PW127)**		
1	A	EADS CASA	CN-235		**CASA CN-235 (GE CT7)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	EADS CASA	CN-235-100		**CASA CN-235 (GE CT7)**		
1	A	EADS CASA	CN-235-200		**CASA CN-235 (GE CT7)**		
1	A	EADS CASA	CN-235-300		**CASA CN-235 (GE CT7)**		
1	A	ECLIPSE AEROSPACE Inc.	EA500		**Eclipse EA500 (PWC PW610)**		
1	A	EMBRAER	EMB-110K1	Bandeirante	**Embraer EMB-110 (PWC PT6)**		
1	A	EMBRAER	EMB-110P1	Bandeirante	**Embraer EMB-110 (PWC PT6)**		
1	A	EMBRAER	EMB-110P2	Bandeirante	**Embraer EMB-110 (PWC PT6)**		
1	A	EMBRAER	EMB-120	Brasilia	**Embraer EMB-120 (PWC PW110 Series)**		
1	A	EMBRAER	EMB-120ER	Brasilia	**Embraer EMB-120 (PWC PW110 Series)**		
1	A	EMBRAER	EMB-120RT	Brasilia	**Embraer EMB-120 (PWC PW110 Series)**		
1	A	EMBRAER	EMB-121A	Xingu I	**Embraer EMB-121 (PWC PT6)**		
1	A	EMBRAER	EMB-121A1	Xingu II	**Embraer EMB-121 (PWC PT6)**		
1	A	EMBRAER	EMB-135BJ	Legacy 600 Legacy 650	**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-135ER		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-135LR		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145EP		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145ER		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145EU		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145LR		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145LU		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145MK		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-145MP		**Embraer EMB-135/145 (RR Corp AE3007A)**		
1	A	EMBRAER	EMB-500	Phenom 100	**Embraer EMB-500 (PWC PW617)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	EMBRAER	EMB-505	Phenom 300	**Embraer EMB-505 (PWC PW535)**		
1	A	EMBRAER	EMB-545	Legacy 450	**Embraer EMB-545/550 (Honeywell AS907)**		
1	A	EMBRAER	EMB-550	Legacy 500	**Embraer EMB-545/550 (Honeywell AS907)**		
1	A	EMBRAER	ERJ 170-100 LR	ERJ-170	**Embraer ERJ-170 Series (GE CF34)**		
1	A	EMBRAER	ERJ 170-100 STD	ERJ-170	**Embraer ERJ-170 Series (GE CF34)**		
1	A	EMBRAER	ERJ 170-200 LR	ERJ-175	**Embraer ERJ-170 Series (GE CF34)**		
1	A	EMBRAER	ERJ 170-200 STD	ERJ-175	**Embraer ERJ-170 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-100 ECJ	Lineage 1000	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-100 IGW	ERJ-190 AR	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-100 LR	ERJ-190	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-100 SR	ERJ-190	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-100 STD	ERJ-190	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-200 IGW	ERJ-195 AR	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-200 LR	ERJ-195	**Embraer ERJ-190 Series (GE CF34)**		
1	A	EMBRAER	ERJ 190-200 STD	ERJ-195	**Embraer ERJ-190 Series (GE CF34)**		
1	A	FOKKER SERVICES	F27 Mark 050	Fokker 50	**Fokker 50/60 Series (PWC PW 125/127)**		
1	A	FOKKER SERVICES	F27 Mark 0502	Fokker 50	**Fokker 50/60 Series (PWC PW 125/127)**		
1	A	FOKKER SERVICES	F27 Mark 0604	Fokker 60	**Fokker 50/60 Series (PWC PW 125/127)**		
1	A	FOKKER SERVICES	F28 Mark 0070	Fokker 70	**Fokker 70/100 (RRD Tay)**		
1	A	FOKKER SERVICES	F28 Mark 0100	Fokker 100	**Fokker 70/100 (RRD Tay)**		
1	A	FOKKER SERVICES	F27 Mark 100	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	FOKKER SERVICES	F27 Mark 200	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	FOKKER SERVICES	F27 Mark 300	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	FOKKER SERVICES	F27 Mark 400	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	FOKKER SERVICES	F27 Mark 500	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	FOKKER SERVICES	F27 Mark 600	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	FOKKER SERVICES	F27 Mark 700	Friendship	**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	FOKKER SERVICES	F28 Mark 1000	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 1000C	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 2000	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 3000	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 3000C	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 3000R	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 3000RC	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	FOKKER SERVICES	F28 Mark 4000	Fellowship	**Fokker F28 Series (RRD Spey)**		
1	A	GROB AIRCRAFT AG	G520 EGRETT		**Grob G 520 Series (Honeywell TPE331)**		
1	A	GROB Aircraft AG	G520T		**Grob G 520 Series (Honeywell TPE331)**		
1	A	GULFSTREAM AEROSPACE Corporation	G-1159	Gulfstream II	**Gulfstream G-1159 Series (RRD Spey)**		
1	A	GULFSTREAM AEROSPACE Corporation	G-1159A	Gulfstream IIB	**Gulfstream G-1159 Series (RRD Spey)**		
1	A	GULFSTREAM AEROSPACE Corporation	G-1159B	Gulfstream III	**Gulfstream G-1159 Series (RRD Spey)**		
1	A	GULFSTREAM AEROSPACE Corporation	G-159	Gulfstream I	**Gulfstream G-159 (RRD Dart)**		
1	A	GULFSTREAM AEROSPACE Corporation	GIV	Gulfstream G-IV/GIV-SP	**Gulfstream G-IV/GIV-SP Series(RRD Tay)**		
1	A	GULFSTREAM AEROSPACE Corporation	GIV -X	Gulfstream G350,G450	**Gulfstream G-IV Series (RRD Tay)**		
1	A	GULFSTREAM AEROSPACE Corporation	GV	Gulfstream GV	**Gulfstream GV basic model (RRD BR710)**		
1	A	GULFSTREAM AEROSPACE Corporation	GVI (G650)	G650 G650 ER	**Gulfstream GVI (RRD BR725)**		
1	A	GULFSTREAM AEROSPACE Corporation	GV-SP	Gulfstream G500 Gulfstream G550	**Gulfstream GV-SP Series (RRD BR710)**		
1	A	GULFSTREAM AEROSPACE LP(GALP)	1125 Astra SP		**Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	GULFSTREAM AEROSPACE LP (GALP)	1125 Westwind Astra	Astra	**Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)**		
1	A	GULFSTREAM AEROSPACE LP (GALP)	G100/Astra SPX	G100/Astra SPX	**Gulfstream (IAI) 100/1125/Astra SPX (Honeywell TFE731)**		
1	A	GULFSTREAM AEROSPACE LP (GALP)	Gulfstream 200 / Galaxy	G 200/Galaxy	**Gulfstream (IAI) 200/Galaxy (PWC PW306)**		
1	A	GULFSTREAM AEROSPACE LP (GALP)	Gulfstream G150	G150	**Gulfstream (IAI) G150 (Honeywell TFE731)**		
1	A	GULFSTREAM AEROSPACE LP (GALP)	Gulfstream G280	G280	**Gulfstream (IAI) G280 (Honeywell AS907)**		
1	A	HAWKER BEECHCRAFT	BAe.125 series 800A	BAe.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	BAe.125 series 800B	BAe.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	BH.125 series 400A	BH.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	BH.125 series 600A	BH.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 1A	DH.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 3A	DH.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 400A	DH.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 1		**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 3		**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 400A	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 600A	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 700A/B	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series F3B/RA	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series F400B	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series F403B	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	HS.125 series F600B	HS.125	**BAe 125 Series (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	BH.125 series 400A	BH.125	**BAe 125 Series (RR Viper)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	HAWKER BEECHCRAFT	BH.125 series 600A	BH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 1A	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 1A/R-522	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 1A/S-522	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 1A/ 522	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 3A/ R	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	DH.125 series 400A	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	Hawker 800	DH.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 1B	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 1B/R-522	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 1B/S-522	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 1B-522	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 3B	HS.125	**BAe 125 Series (RR Viper)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	HAWKER BEECHCRAFT	HS.125 series 3B/R	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 3B/RA	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 3B/RB	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 3B/RC	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 400A	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 400A	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 400B	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 400B/1	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 401B	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 403A(c)	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 403B	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 600A	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 600B	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 600B/1	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 600B/2	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series 600B/3	HS.125	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series F400	"Hawker Siddeley"	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	HS.125 series F600	"Hawker Siddeley"	**BAe 125 Series (RR Viper)**		
1	A	HAWKER BEECHCRAFT	BAe.125 series 1000A/B	Baw.125	**BAe 125 Series 1000 (PWC PW305)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	HAWKER BEECHCRAFT	Hawker 1000		**BAe 125 Series 1000 (PWC PW305)**		
1	A	HAWKER BEECHCRAFT	Hawker 750	Hawker 750	**BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	Hawker 800XP	Hawker 800XP	**BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	Hawker 850XP	Hawker 850XP	**BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	Hawker 900XP	Hawker 900XP	**BAe 125 Series 750/800XP/850XP/900XP (Honeywell TFE731)**		
1	A	HAWKER BEECHCRAFT	400	Beechjet	**Beech 400/Mitsubishi MU-300 (PWC JT15)**		
1	A	HAWKER BEECHCRAFT	400A	Beechjet (Hawker 400XP)	**Beech 400/Mitsubishi MU-300 (PWC JT15)**		
1	A	HAWKER BEECHCRAFT	400T	Beechjet	**Beech 400/Mitsubishi MU-300 (PWC JT15)**		
1	A	HAWKER BEECHCRAFT	MU-300 (Diamond I)	Diamond I/IA	**Beech 400/Mitsubishi MU-300 (PWC JT15)**		
1	A	HAWKER BEECHCRAFT	MU-300-10 (Diamond II)	Diamond II	**Beech 400/Mitsubishi MU-300 (PWC JT15)**		
1	A	HAWKER BEECHCRAFT	4000	Hawker 4000	**Hawker 4000 (PWC PW308)**		
1	A	HONDA AIRCRAFT COMPANY LLC.	HA-420	Honda Jet	**Honda aircraft HA_420(HF120)**		
1	A	ISRAEL AIRCRAFT INDUSTRIES	IAI 1121	Jetcommander	**IAI 1121/1123 (GE CJ610)**		
1	A	ISRAEL AIRCRAFT INDUSTRIES	IAI 1121A	Jetcommander	**IAI 1121/1123 (GE CJ610)**		
1	A	ISRAEL AIRCRAFT INDUSTRIES	IAI 1121B	Jetcommander	**IAI 1121/1123 (GE CJ610)**		
1	A	ISRAEL AIRCRAFT INDUSTRIES	IAI 1123	Commodore Jet	**IAI 1121/1123 (GE CJ610)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	ISRAEL AIRCRAFT INDUSTRIES	IAI 1124	Westwind	**IAI 1124 (Honeywell TFE731)**		
1	A	ISRAEL AIRCRAFT INDUSTRIES	IAI 1124A	Westwind	**IAI 1124 (Honeywell TFE731)**		
1	A	JSC Sukhoi Civil Aircraft	RRJ-95B	Superjet 100	**RRJ-95 (PowerJet SaM146)**		
1	A	KELOWNA Flight Craft Ltd.,	440	Convair	**Convair 340/440(PW Wasp)**		
1	A	LEARJET	LJ 23		**Learjet 23 (GE CJ610)**		
1	A	LEARJET	25		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	24 /24A		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	24B / 24B-A		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	24C		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	24D / 24D-A		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	24E		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	24F / 24F-A		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	25A		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	25B		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	25C		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	25D		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	25F		**Learjet 24/25 (GE CJ610)**		
1	A	LEARJET	31 / 31A		**Learjet 31 (Honeywell TFE731)**		
1	A	LEARJET	35 / 35A		**Learjet 35/36 (Honeywell TFE731)**		
1	A	LEARJET	36 / 36A		**Learjet 35/36 (Honeywell TFE731)**		
1	A	LEARJET	55 / 55B / 55C		**Learjet 55 (Honeywell TFE731)**		
1	A	LEARJET	Learjet 60	LJ60 LJ60XR	**Learjet 60 (PWC PW305)**		
1	A	LEARJET	Learjet 40	LJ45 LJ40XR	**Learjet Model 45 (Honeywell TFE731)**		
1	A	LEARJET	Learjet 45	LJ45 LJ 45XR	**Learjet Model 45 (Honeywell TFE731)**		
1	A	LEARJET	Learjet 70	LJ70	**Learjet Model 45 (Honeywell TFE731)**		
1	A	LEARJET	Learjet 75	LJ75	**Learjet Model 45 (Honeywell TFE731)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	LOCKHEED MARTIN Corporation	1329-25	JetStar II	**Lockheed 1329 (Honeywell TFE731)**		
1	A	LOCKHEED MARTIN Corporation	1329-23D	JetStar	**Lockheed 1329 PW (PW JT12)**		
1	A	LOCKHEED MARTIN Corporation	Model 188C	Electra	**Lockheed 188 (RR Corp 501)**		
1	A	LOCKHEED MARTIN Corporation	Model L188A	Electra	**Lockheed 188 (RR Corp 501)**		
1	A	LOCKHEED MARTIN Corporation	382G	Hercules	**Lockheed 382 (RR Corp 501)**		
1	A	LOCKHEED MARTIN Corporation	L-1011-385-1	TriStar	**Lockheed L-1011 (RR RB211)**		
1	A	LOCKHEED MARTIN Corporation	L-1011-385-1-15	TriStar	**Lockheed L-1011 (RR RB211)**		
1	A	LOCKHEED MARTIN Corporation	L-1011-385-3	TriStar	**Lockheed L-1011 (RR RB211)**		
1	A	M7 AEROSPACE	SA226-AT		**Fairchild SA226 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA226-T		**Fairchild SA226 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA226-T(B)		**Fairchild SA226 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA226-TC		**Fairchild SA226 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-AC	Swearingen Metro	**Fairchild SA227 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-AT		**Fairchild SA227 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-BC	Swearingen Metro	**Fairchild SA227 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-CC		**Fairchild SA227 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-DC		**Fairchild SA227 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-TT		**Fairchild SA227 Series (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA227-PC	Swearingen Metro	**Fairchild SA227 Series (PWC PT6)**		
1	A	M7 AEROSPACE	SA26AT		**Fairchild SA26 AT (Honeywell TPE331)**		
1	A	M7 AEROSPACE	SA-26-T		**Fairchild SA26-T (PWC PT6)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	MARYLAND AIR INDUSTRIES (FOKKER-FAIRCHILD)	F-27A to -M		**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	MARYLAND AIR INDUSTRIES (FOKKER-FAIRCHILD)	FH-227		**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	MARYLAND AIR INDUSTRIES (FOKKER-FAIRCHILD)	FH-227B		**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	MARYLAND AIR INDUSTRIES (FOKKER-FAIRCHILD)	FH-227C		**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	MARYLAND AIR INDUSTRIES (FOKKER-FAIRCHILD)	FH-227D		**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	MARYLAND AIR INDUSTRIES (FOKKER-FAIRCHILD)	FH-227E		**Fokker F27 / Fairchild F-27/FH-227 Series (RRD Dart)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-10		**DC-10/MD-10 (GE CF6)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-30		**DC-10/MD-10 (GE CF6)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-10-30F		**DC-10/MD-10 (GE CF6)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8 Series 70	DC-8-70	**DC-8 (CFM56)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8 Series 70F	DC-8-70	**DC-8 (CFM56)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8 Series 50	DC-8	**DC-8 (PW JT3D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8 Series 60	DC-8-60	**DC-8 (PW JT3D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8 Series 60F	DC-8-60	**DC-8 (PW JT3D)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8F		**DC-8 (PW JT3D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-8 Series 40	DC-8-40	**DC-8 (RR Conway)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-10 Series	DC-9	**DC-9 (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-20 Series	DC-9	**DC-9 (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-30 Series	DC-9	**DC-9 (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-40 Series	DC-9	**DC-9 (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-50 Series	DC-9	**DC-9 (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	717-200	717	**MD 717-200 (RRD BR700-715)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11	MD-11	**MD-11 (GE CF6)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11F	MD - 11	**MD-11 (GE CF6)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-11	MD-11	**MD-11 (PW 4000)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-81 (MD-81) Series	MD-81	**MD-80 Series (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-82 (MD-82) Series	MD-82	**MD-80 Series (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-83 (MD-83) Series	MD-83	**MD-80 Series (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	DC-9-87 (MD-87) Series	MD-87	**MD-80 Series (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-88		**MD-80 Series (PW JT8D)**		
1	A	McDONNELL DOUGLAS Corporation BOEING COMPANY	MD-90 Series		**MD-90 (IAE V2500)**		
1	A	MITSUBISHI Heavy Industries	MU-2B-26/ 26A		**Mitsubishi MU-2B (Honeywell TPE331)**		
1	A	MITSUBISHI Heavy Industries	MU-2B-36 /36A		**Mitsubishi MU-2B (Honeywell TPE331)**		
1	A	MITSUBISHI Heavy Industries	MU-2B-40		**Mitsubishi MU-2B (Honeywell TPE331)**		
1	A	MITSUBISHI Heavy Industries	MU-2B-60		**Mitsubishi MU-2B (Honeywell TPE331)**		
1	A	Nomad TC Pty Ltd	N22		**Nomad N22/24 Series (RR Corp 250)**		
1	A	Nomad TC Pty Ltd	N22B		**Nomad N22/24 Series (RR Corp 250)**		
1	A	Nomad TC Pty Ltd	N22C		**Nomad N22/24 Series (RR Corp 250)**		
1	A	Nomad TC Pty Ltd	N22S		**Nomad N22/24 Series (RR Corp 250)**		
1	A	Nomad TC Pty Ltd	N24		**Nomad N22/24 Series (RR Corp 250)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	Nomad TC Pty Ltd	N24A		**Nomad N22/24 Series (RR Corp 250)**		
1	A	NEXTANT AEROSPACE L.L.C. (STC)	Beech 400A		**Beech 400A (Williams FJ44)**		
1	A	PIAGGIO Aero Industries	P.166 DP1		**Piaggio P166 (PWC PT6)**		
1	A	PIAGGIO Aero Industries	P180	Avanti	**Piaggio P180 Avanti/Avanti II (PWC PT6)**		
1	A	PIAGGIO Aero Industries	P180	Avanti II	**Piaggio P180 Avanti/Avanti II (PWC PT6)**		
1	A	PILATUS AIRCRAFT	PC-12		**Pilatus PC-12 (PWC PT6)**		
1	A	PILATUS AIRCRAFT	PC-12/45		**Pilatus PC-12 (PWC PT6)**		
1	A	PILATUS AIRCRAFT	PC-12/47		**Pilatus PC-12 (PWC PT6)**		
1	A	PILATUS AIRCRAFT	PC-12/47E		**Pilatus PC-12 (PWC PT6)**		
1	A	PIPER AIRCRAFT	PA31T to T3	Cheyenne	**Piper PA-31T Series (PWC PT6)**		
1	A	PIPER AIRCRAFT	PA-42-1000	Cheyenne 400LS	**Piper PA-42 (Honeywell TPE-331)**		
1	A	PIPER AIRCRAFT	PA-42	Cheyenne III	**Piper PA-42 (PWC PT6)**		
1	A	PIPER AIRCRAFT	PA-42-720	Cheyenne IIIA	**Piper PA-42 (PWC PT6)**		
1	A	PIPER AIRCRAFT	PA-42-720R		**Piper PA-42 (PWC PT6)**		
1	A	PIPER AIRCRAFT	PA-46-500TP	Malibu Meridian	**Piper PA-46-500TP (PWC PT6)**		
1	A	POLSKIE ZAKLADY LOTNICZE	PZL M28 00		**PZL M 28 (PWC PT6)**		
1	A	POLSKIE ZAKLADY LOTNICZE	PZL M28 02		**PZL M 28 (PWC PT6)**		
1	A	POLSKIE ZAKLADY LOTNICZE	PZL M28 05		**PZL M 28 (PWC PT6)**		
1	A	ASI AVIATION	F 406	Caravan II	**Reims-Cessna F 406 (PWC PT6)**		
1	A	RUAG Aerospace GmbH (DORNIER)	DOrnie 228-100 series		**Dornier 228 (Honeywell TPE331)**		
1	A	RUAG Aerospace GmbH (DORNIER)	DOrnie 228-200 series		**Dornier 228 (Honeywell TPE331)**		
1	A	RUAG Aerospace Services GmbH	Do 28 D-6 Dornier 128-6		**Dornier Do 28 Series (PWC PT6)**		
1	A	SAAB AB, SAAB Aerosystems	Saab 340A(SF340A)	Saab-Fairchild 340A	**Saab (SF) 340 (GE CT7)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	SAAB AB, SAAB Aerosystems	Saab 340B		**Saab (SF) 340 (GE CT7)**		
1	A	SAAB AB, SAAB Aerosystems	Saab 2000		**Saab 2000 (RR Corp AE2100)**		
1	A	SABRELINER Corporation	NA-265-65		**Sabreliner NA-265 (Honeywell TFE731)**		
1	A	SABRELINER Corporation	NA-265-65		**Sabreliner NA-265 (PW JT12)**		
1	A	SHORT BROTHERS	SC7 Series 3	Skyvan	**Shorts SC7 (Honeywell TPE331)**		
1	A	SHORT BROTHERS PLC	SD3-30	Variant 200	**Shorts SD3 Series-30/SD3-60 (PWC PT6)**		
1	A	SHORT BROTHERS PLC	SD3-60	Variant 200	**Shorts SD3 Series-30/SD3-60 (PWC PT6)**		
1	A	SHORT BROTHERS PLC	SD3-60 SHERPA	Variant 200	**Shorts SD3 Series-30/SD3-60 (PWC PT6)**		
1	A	SHORT BROTHERS PLC	SD3-SHERPA	Variant 200	**Shorts SD3 Series-30/SD3-60 (PWC PT6)**		
1	A	SOCATA	TBM 700 A		**Socata TBM 700 (PWC PT6)**		
1	A	SOCATA	TBM 700 B		**Socata TBM 700 (PWC PT6)**		
1	A	SOCATA	TBM 700 C1		**Socata TBM 700 (PWC PT6)**		
1	A	SOCATA	TBM 700 C2		**Socata TBM 700 (PWC PT6)**		
1	A	SOCATA	TBM 700 N	TBM 850 TBM 900	**Socata TBM 700 (PWC PT6)**		
1	A	TUPOLEV PSC	TU 204-120CE		**Tupolev TU 204 (RR RB211)**		
1	A	TEXTRON AVIATION INC.	401/402		**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	404	Titan	**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	411/414/421		**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	401A		**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	401B		**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	402A		**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	402B		**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	402C	Businessliner Utiliner	**Cessna 400 Series (Continental)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	TEXTRON AVIATION INC.	411A/414A/421A/421B	Chancellaor Golden Eagle	**Cessna 400 Series (Continental)**		
1	A	TEXTRON AVIATION INC.	425	Corsair/Conquest1	**Cessna 421 (PWC PT6)**		
1	A	TEXTRON AVIATION INC.	441	Conquest	**Cessna 441 (Honeywell TPE 331))**		
1	A	TEXTRON AVIATION INC.	501	Citation I	**Cessna 501/551 (PWC JT15D)**		
1	A	TEXTRON AVIATION INC.	551	Citation II	**Cessna 501/551 (PWC JT15D)**		
1	A	TEXTRON AVIATION INC.	510	Citation Mustang	**Cessna 510 (PWC PW615)**		
1	A	TEXTRON AVIATION INC.	525	Citation Jet CJ1	**Cessna 525/525A/525B (Williams FJ44)**		
1	A	TEXTRON AVIATION INC.	525A	Citation Jet CJ2	**Cessna 525/525A/525B (Williams FJ44)**		
1	A	TEXTRON AVIATION INC.	525B	Citation Jet CJ3	**Cessna 525/525A/525B (Williams FJ44)**		
1	A	TEXTRON AVIATION INC.	525C	Citation Jet CJ4	**Cessna 525C (Williams FJ44)**		
1	A	TEXTRON AVIATION INC.	680	Citation Sovereign Citation Sovereign+	**Cessna 680 (PWC PW306)**		
1	A	TEXTRON AVIATION INC.	680A	Latitude	**Cessna 680 (PWC PW306)**		
1	A	TEXTRON AVIATION INC.	750	Citation X	**Cessna 750 (RR AE3007C)**		
1	A	TUPOLEV PSC	TU 204-120CE		**Tupolev TU 204 (RR RB211)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	681	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	690	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	695	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	680-T	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	680-V	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	680-W	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	690A	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		

GROUP 1 AEROPLANES							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	A	TWIN COMMANDER AIRCRAFT Corporation	690B	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	690C	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	690D	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	695A	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	TWIN COMMANDER AIRCRAFT Corporation	695B	Twin Commander	**Twin Commander 680/681/690/695 Series (Honeywell TPE331)**		
1	A	VIKING AIR	DHC-7-100		**De Havilland DHC-7 (PWC PT6)**		
1	A	VIKING AIR	DHC-7-101		**De Havilland DHC-7 (PWC PT6)**		
1	A	VIKING AIR	DHC-7-102		**De Havilland DHC-7 (PWC PT6)**		
1	A	VIKING AIR	DHC-7-103		**De Havilland DHC-7 (PWC PT6)**		
1	A	VIKING AIR	DHC-7-110		**De Havilland DHC-7 (PWC PT6)**		
1	A	VIKING AIR	DHC-7-111		**De Havilland DHC-7 (PWC PT6)**		
1	A	VIKING AIR (Bombardier) (De Havilland)	DHC-6-Series1	Twin Otter	**De Havilland DHC-6 (PWC PT6)**		
1	A	VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 100/110	Twin Otter	**De Havilland DHC-6 (PWC PT6)**		
1	A	VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 200/210	Twin Otter	**De Havilland DHC-6 (PWC PT6)**		
1	A	VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 300/310/320	Twin Otter	**De Havilland DHC-6 (PWC PT6)**		
1	A	VIKING AIR (Bombardier) (De Havilland)	DHC-6 Series 400	Twin Otter	**De Havilland DHC-6 (PWC PT6)**		
1	A	VULCANAIR	AP68TP300	SISacus	**Vulcanair AP68TP Series (RR Corp 250)**		
1	A	VULCANAIR	AP68TP600	Viator	**Vulcanair AP68TP Series (RR Corp 250)**		
1	A	VULCANAIR	SF600		**Vulcanair SF600 (RR Corp 250)**		
1	A	VULCANAIR	SF600A		**Vulcanair SF600 (RR Corp 250)**		
1	A	XIAN AIRCRAFT INDUSTIRES	MA60	Modern ARK	**MA-60 (PWC PW127J)**		
1	A	HAFEI AVIATION INDUSTRIES (HAIC)	Y-12 E		**Y-12 (PWC-PT6)**		

STCs in AEROPLANES GROUP 1

STCs in AEROPLANES GROUP 1						
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**
1	A	GOMOLZIG FLUGZEUG-UND MASCHINENBAU (STC)	Dornier DO 28 D-2		**Dornier DO 28 (Walter M601)**	STC n. 10015031
1	A	JET AVIATION AG (STC)	Fan Jet Falcon E		**Falcon 20E (Honeywell TFE731)**	
1	A	NEXTANT AEROSPACE L.L.C.	Beech 400A		**Beech 400A (Williams FJ44)**	STC n. 10042353
1	A	THE MONROE COMPANY, LLC	Cessna 550		**Cessna 550/S550 (Williams FJ 44)**	STC n. 10053014
1	A	THE MONROE COMPANY, LLC	Cessna S550		**Cessna 550/S550 (Williams FJ 44)**	STC n. 10053014

List of aircraft type ratings for Appendix I to AMC to IS-66 -GROUP 1 HELICOPTERS

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	AGUSTA WESTLAND	A109K2		**Agusta A109 (Turbomeca Arriel 1)**		
1	H	AGUSTA WESTLAND	A109E		**Agusta A109 Series (PWC PW206/207)**		
1	H	AGUSTA WESTLAND	A109N		**Agusta A109 Series (PWC PW206/207)**		
1	H	AGUSTA WESTLAND	A109S		**Agusta A109 Series (PWC PW206/207)**		
1	H	AGUSTA WESTLAND	AW109SP		**Agusta A109 Series (PWC PW206/207)**		
1	H	AGUSTA WESTLAND	A109		**Agusta A109 Series (RR Corp 250)**		
1	H	AGUSTA WESTLAND	A109A		**Agusta A109 Series (RR Corp 250)**		
1	H	AGUSTA WESTLAND	A109AII		**Agusta A109 Series (RR Corp 250)**		
1	H	AGUSTA WESTLAND	A109C		**Agusta A109 Series (RR Corp 250)**		
1	H	AGUSTA WESTLAND	A109E		**Agusta A109 Series (Turbomeca Arrius 2)**		
1	H	AGUSTA WESTLAND	A109LUH		**Agusta A109 Series (Turbomeca Arrius 2)**		
1	H	AGUSTA WESTLAND	AB139		**Agusta AB139 / AW139 (PWC PT6)**		
1	H	AGUSTA WESTLAND	AW139		**Agusta AB139 / AW139 (PWC PT6)**		
1	H	AGUSTA WESTLAND	AW169		**AW169 (PWC 210)**		
1	H	AGUSTA WESTLAND	AW189		**AW189 (GE CT7)**		
1	H	AGUSTA WESTLAND	AB 204 B Series		**Agusta AB204, AB205 / Bell 204, 205 (Honeywell**		
1	H	AGUSTA WESTLAND	AB 205 A1		**Agusta AB204, AB205 / Bell 204, 205 (Honeywell**		
1	H	AGUSTA WESTLAND	AS61N		**Agusta AS61N/Sikorsky S-61N (GE CT58)**		
1	H	AGUSTA WESTLAND	AS61NI		**Agusta AS61N/Sikorsky S-61N (GE CT58)**		
1	H	AGUSTA WESTLAND	EH101-300		**Agusta/Westland EH-101 (GE CT7)**		
1	H	AGUSTA WESTLAND	EH101-500 Series		**Agusta/Westland EH-101 (GE CT7)**		
1	H	AGUSTA WESTLAND	EH101-510 Series		**Agusta/Westland EH-101 (GE CT7)**		
1	H	AGUSTA WESTLAND	AB 212		**Bell 212 / Agusta AB212 (PWC PT6)**		
1	H	AGUSTA WESTLAND	AB 412		**Bell 412 / Agusta AB412 (PWC PT6)**		
1	H	AGUSTA WESTLAND	AB 412 EP		**Bell 412 / Agusta AB412 (PWC PT6)**		
1	H	AIRBUS HELICOPTERS	AS 332 C		**Eurocopter AS 332 (Turbomeca Makila**		
1	H	AIRBUS HELICOPTERS	AS 332 C1		**Eurocopter AS 332 (Turbomeca Makila 1A/1A1)**		

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	AIRBUS HELICOPTERS	AS 332 L		**Eurocopter AS 332 (Turbomeca Makila**		
1	H	AIRBUS HELICOPTERS	AS 332 L1		**Eurocopter AS 332 (Turbomeca Makila**		
1	H	AIRBUS HELICOPTERS	AS 332 L2	Ecureuil II / TwinStar	**Eurocopter AS 332 L2 (Turbomeca Makila 1A2)**		
1	H	AIRBUS HELICOPTERS	AS 355 E	Ecureuil II / TwinStar	**Eurocopter AS 355 (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS	AS 355 F	Ecureuil II / TwinStar	**Eurocopter AS 355 (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS	AS 355 F1	Ecureuil II / TwinStar	**Eurocopter AS 355 (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS	AS 355 F2	Ecureuil II / TwinStar	**Eurocopter AS 355 (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS	AS 355 N	Ecureuil II / TwinStar	**Eurocopter AS 355 (Turbomeca Arrius 1)**		
1	H	AIRBUS HELICOPTERS	AS 355 NP	Ecureuil II / TwinStar	**Eurocopter AS 355 (Turbomeca Arrius 1)**		
1	H	AIRBUS HELICOPTERS	AS 365 N3	Dauphin	**Eurocopter AS 365 N3 (Turbomeca Arriel 2C)**		
1	H	AIRBUS HELICOPTERS	EC 155 B		**Eurocopter EC 155 (Turbomeca Arriel 2)**		
1	H	AIRBUS HELICOPTERS	EC 155 B1		**Eurocopter EC 155 (Turbomeca Arriel 2)**		
1	H	AIRBUS HELICOPTERS	EC 175 B		**Eurocopter EC 175 (PWC PT6C)**		
1	H	AIRBUS HELICOPTERS	EC 225 LP		**Eurocopter EC 225 (Turbomeca Makila 2A)**		
1	H	AIRBUS HELICOPTERS	SA 330 J		**Eurocopter SA 330 (Turbomeca Turmo)**		
1	H	AIRBUS HELICOPTERS	SA 365 C	Dauphin	**Eurocopter SA 365 C Series (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	SA 365 C1	Dauphin	**Eurocopter SA 365 C Series (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	SA 365 C2	Dauphin	**Eurocopter SA 365 C Series (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	SA 365 C3	Dauphin	**Eurocopter SA 365 C Series (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	SA 365 N		**Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	AS 365 N2	Dauphin	**Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	SA 365 N1	Dauphin	**Eurocopter SA 365 N/N1, AS 365 N2 (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS	SA 366 G1	Dauphin	**Eurocopter SA 366 G1 Series (Lycoming LTS101)**		

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	Philippine Aerospace Development Corp	P-BO 105 C		**BO 105 series (RR Corp 250)**		
1	H	Philippine Aerospace Development Corp	P-BO 105 S		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 P3H		**AIRBUS HELICOPTERS EC135 P3H (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 T3H		**AIRBUS HELICOPTERS EC135 T3H (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 A		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 C		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 D		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 LS A-1		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 LS A-3		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	BO 105 S		**BO 105 series (RR Corp 250)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 P1(CDS)		**Eurocopter EC 135 (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 P1(CPDS)		**Eurocopter EC 135 (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 P2 (CPDS)		**Eurocopter EC 135 (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 P2+		**Eurocopter EC 135 (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 P3(CPDS)		**Eurocopter EC 135 (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 635 P2+		**Eurocopter EC 135 (PWC PW206)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 635 P3(CPDS)		**Eurocopter EC 135 (PWC PW206)**		

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T1(CDS)		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T1(CPDS)		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T2(CPDS)		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T2+		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 135 T3(CPDS)		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 635 T1(CPDS)		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 635 T2+		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC 635 T3(CPDS)		**Eurocopter EC 135 (Turbomeca Arrius 2B)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 A Series		**Eurocopter MBB-BK 117 A/B (Honeywell LTS101)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 B Series		**Eurocopter MBB-BK 117 A/B (Honeywell LTS101)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 C-1		**Eurocopter MBB-BK 117 C1 (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 C-2	EC145	**Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 C-2e	EC145	**Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 D2	EC145 T2	**Eurocopter MBB-BK 117 D2 (Turbomeca Arriel 2)**		
1	H	AIRBUS HELICOPTERS DEUTSCHLAND GmbH	MBB-BK 117 D2m	H145	**Eurocopter MBB-BK 117 D2 (Turbomeca Arriel 2)**		
1	H	BELL HELICOPTER CANADA	222		**Bell 222 (Honeywell LTS 101)**		
1	H	BELL HELICOPTER CANADA	222B		**Bell 222 (Honeywell LTS 101)**		

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	BELL HELICOPTER CANADA	222U		**Bell 222 (Honeywell LTS 101)**		
1	H	BELL HELICOPTER CANADA	230	230 Executive	**Bell 230 (RR Corp 250)**		
1	H	BELL HELICOPTER CANADA	230	230 Utility	**Bell 230 (RR Corp 250)**		
1	H	BELL HELICOPTER CANADA	230	230 EMS	**Bell 230 (RR Corp 250)**		
1	H	BELL HELICOPTER CANADA	427		**Bell 427 (PWC PW207D)**		
1	H	BELL HELICOPTER CANADA	429		**Bell 429 (PWC PW207D)**		
1	H	BELL HELICOPTER CANADA	430		**Bell 430 (RR Corp 250)**		
1	H	BELL HELICOPTER TEXTRON	212		**Bell 212 / Agusta AB212 (PWC PT6)**		
1	H	BELL HELICOPTER TEXTRON	214ST		**Bell 214ST(GE CT7)**		
1	H	BELL HELICOPTER TEXTRON	412		**Bell 412 / Agusta AB412 (PWC PT6)**		
1	H	BELL HELICOPTER TEXTRON	412CF		**Bell 412 / Agusta AB412 (PWC PT6)**		
1	H	BELL HELICOPTER TEXTRON	412EP		**Bell 412 / Agusta AB412 (PWC PT6)**		
1	H	BELL HELICOPTER TEXTRON	214B		**Bell 214 (Honeywell T5508)**		
1	H	BELL HELICOPTER TEXTRON	214B-1		**Bell 214 (Honeywell T5508)**		
1	H	BELL HELICOPTER TEXTRON, INC.	204B		**Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)**		
1	H	BELL HELICOPTER TEXTRON, INC.	205A-1		**Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)**		
1	H	ERICKSON AIR-CRANE	S-64F		**Erickson S-64 (PW JFTD 12)**		

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	Heli-Air Inc. (STC)	Bell 222		**Bell 222 (RR Corp 250)**		
1	H	KAMAN AEROSPACE CORPORATION	K-1200		**Kaman K-1200 (Honeywell T5317)**		
1	H	KAMOV	Ka-32A11BC		**Kamov Ka 32 (Klimov)**		
1	H	LEONARDO S.p.A.	A109K2		**Agusta A109 (Turbomeca Arriel 1)**		
1	H	LEONARDO S.p.A.	A109E	Power	**Agusta A109 Series (PWC PW206/207)**		
1	H	LEONARDO S.p.A.	A109N	Nexus	**Agusta A109 Series (PWC PW206/207)**		
1	H	LEONARDO S.p.A.	A109S	Grand AW109S	**Agusta A109 Series (PWC PW206/207)**		
1	H	LEONARDO S.p.A.	AW109SP	GrandNew	**Agusta A109 Series (PWC PW206/207)**		
1	H	LEONARDO S.p.A.	A109		**Agusta A109 Series (RR Corp 250)**		
1	H	LEONARDO S.p.A.	A109A		**Agusta A109 Series (RR Corp 250)**		
1	H	LEONARDO S.p.A.	A109AII		**Agusta A109 Series (RR Corp 250)**		
1	H	LEONARDO S.p.A.	A109C		**Agusta A109 Series (RR Corp 250)**		
1	H	LEONARDO S.p.A.	A109E	Power	**Agusta A109 Series (Turbomeca Arrius 2)**		
1	H	LEONARDO S.p.A.	A109LUH	AW109LUH	**Agusta A109 Series (Turbomeca Arrius 2)**		
1	H	LEONARDO S.p.A.	AB139		**Agusta AB139 / AW139 (PWC PT6)**		
1	H	LEONARDO S.p.A.	AW139		**Agusta AB139 / AW139 (PWC PT6)**		
1	H	LEONARDO S.p.A.	EH 101-300		**Agusta/Westland EH-101 (GE CT7)**		
1	H	LEONARDO S.p.A.	EH 101-500		**Agusta/Westland EH-101 (GE CT7)**		
1	H	LEONARDO S.p.A.	EH 101-510		**Agusta/Westland EH-101 (GE CT7)**		
1	H	LEONARDO S.p.A.	AW169		**AW169 (PWC 210)**		
1	H	LEONARDO S.p.A.	AW189		**AW189 (GE CT7)**		
1	H	LEONARDO S.p.A.	AB 212		**Bell 212 / Agusta AB212 (PWC PT6)**		
1	H	LEONARDO S.p.A.	AB 412		**Bell 212 / Agusta AB212 (PWC PT6)**		
1	H	LEONARDO S.p.A.	AB 412 EP		**Bell 212 / Agusta AB212 (PWC PT6)**		
1	H	MD HELICOPTERS, Inc.	MD900		**MD Helicopters MD900 (PWC PW206/207)**		
1	H	Philippine Aerospace Development Corp	P-BO 105 C		**BO 105 series (RR Corp 250)**		

GROUP 1 HELICOPTERS							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or* *Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
1	H	Philippine Aerospace Development Corp	P-BO 105 S		**BO 105 series (RR Corp 250)**		
1	H	PZL-ŚWIDNIK	W-3A		**PZL-Swidnik W-3A/W-3AS (Rzeszow PZL-10W)**		
1	H	PZL-ŚWIDNIK	W-3AS		**PZL-Swidnik W-3A/W-3AS (Rzeszow PZL-10W)**		
1	H	SIKORSKY AIRCRAFT	S-61N		**Agusta AS61N/Sikorsky S-61N (GE CT58)**		
1	H	SIKORSKY AIRCRAFT	S-61NM		**Agusta AS61N/Sikorsky S-61N (GE CT58)**		
1	H	SIKORSKY AIRCRAFT	S-58 BT to JT		**Sikorsky S-58 (PWC PT6T)**		
1	H	SIKORSKY AIRCRAFT	S-76A	S-76A+	**Sikorsky S-76 (Turbomeca Arriel 1)**		
1	H	SIKORSKY AIRCRAFT	S-76A	S-76A++	**Sikorsky S-76 (Turbomeca Arriel 1)**		
1	H	SIKORSKY AIRCRAFT	S-76A		**Sikorsky S-76A (RR Corp 250)**		
1	H	SIKORSKY AIRCRAFT	S-76B	S-76B	**Sikorsky S-76B (PWC PT6)**		
1	H	SIKORSKY AIRCRAFT	S-76C		**Sikorsky S-76C (Turbomeca Arriel 1)**		
1	H	SIKORSKY AIRCRAFT	S-76C	S-76C+	**Sikorsky S-76C (Turbomeca Arriel 2)**		
1	H	SIKORSKY AIRCRAFT	S-76C	S-76C++	**Sikorsky S-76C (Turbomeca Arriel 2)**		
1	H	SIKORSKY AIRCRAFT	S-76D		**Sikorsky S-76D (PW210S))**		
1	H	SIKORSKY AIRCRAFT	S-92A		**Sikorsky S-92A (GE CT7-8)**		

STCs in HELICOPTERS GROUP 1

STCs in HELICOPTERS GROUP 1							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or* *Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	
1	H	Heli-Air Inc. (STC) Bell	Bell 222		Bell 222(RR Corp 250)		

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)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
2a	A	AERO VODOCHODY	Ae 270		**Aero Ae-270 (PWC PT6)**		
2a	A	AIR TRACTOR	AT-302		**Air Tractor AT-302 (Lycoming LTP-101)**		
2a	A	AIR TRACTOR	AT-400/ AT-400A AT-402 Series AT-502 Series AT-503 Series AT-602		**Air Tractor AT-400/500/600 Series (PWC PT6)**		
2a	A	ALENIA AERMACCHI	SF 260TP		**Aermacchi SF260 (RR M 250)**		
2a	A	ALLIED AG CAT Productions	G-164D		**Grumman G-164 (PWC PT6)**		
2a	A	ALLIED AG CAT Productions	G-164D with 73" wing gap		**Grumman G-164 (PWC PT6)**		
2a	A	EADS PZL 'WARSZAWAOKECIE'	PZL-106 BT601 TURBO KRUK		**EADS PZL PZL-106 BT (Walter M601)**		
2a	A	EADS PZL 'WARSZAWAOKECIE'	PZL-106 BTU34 TURBO KRUK		**EADS PZL PZL-106 BTU (PWC PT6)**		
2a	A	GROB Aircraft AG	G 120TP-A		**Grob G 120TP (RR Corp 250)**		
2a	A	PACIFIC AEROSPACE Corporation	750XL		**PAC 750XL (PWC PT6)**		
2a	A	PILATUS AIRCRAFT	PC-6/B series PC-6/B1 Series PC-6/B2 Series		**Pilatus PC-6 (PWC PT6)**		
2a	A	PILATUS AIRCRAFT	PC-6/C series		**Pilatus PC-6 Series (Honeywell TPE 331)**		

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
2a	A	PILATUS AIRCRAFT	PC-6/A series		**Pilatus PC-6 Series (Turbomeca Astazou)**		
2a	A	SST FLUGTECHNIK GmbH	EA 400-500	EXTRA 500	**Extra EA-400-500 (RR Corp 250)**		
2a	A	TEXTRON AVIATION Inc	208	Caravan I	**Cessna 208 Series (PWC PT6)**		
2a	A	TEXTRON AVIATION Inc	208B	Caravan II	**Cessna 208 Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-R3S		Thrush S2R Series (Wsk PZL-3S)		
2a	A	THRUSH AIRCRAFT	S2R-H80		Thrush S2R Series (GEAC H80)		
2a	A	THRUSH AIRCRAFT	S2R		Thrush S2R Series (PW R1340)	The Model S2R may also be designated as	
2a	A	THRUSH AIRCRAFT	S2R-R1340		Thrush S2R Series (PW R1340)		
2a	A	THRUSH AIRCRAFT	600 S-2D		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2RHG-T34		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2RHG-T65		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-T11		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-T15		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-T34		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-T45		**Thrush S2R Series (PWC PT6)**		

SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**	
2a	A	THRUSH AIRCRAFT	S2R-T65		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-T660		**Thrush S2R Series (PWC PT6)**		
2a	A	THRUSH AIRCRAFT	S2R-G1		**Thrush S2R Series (TPE331)**		
2a	A	THRUSH AIRCRAFT	S2R-G10		**Thrush S2R Series (TPE331)**		
2a	A	THRUSH AIRCRAFT	S2R-G5		**Thrush S2R Series (TPE331)**		
2a	A	THRUSH AIRCRAFT	S2R-G6		**Thrush S2R Series (TPE331)**		
2a	A	THRUSH AIRCRAFT	S2R-R1820		**Thrush S2R Series (Wright R-1820)**		
2a	A	Turkish Aerospace Industries, Inc. (TAI)	TT32		**TAI TT32 (PWC PT6)**		
2a	A	VIKING AIR (Bombardier) (De Havilland)	DHC-2 MK III (TurboBeaver)	**Turbo-Beaver**	**De Havilland DHC-2 (PWC PT6)**		
2a	A	ZLIN AIRCRAFT	Z 137 T		**Zlin Z-37 T Series (Walter M601)**		
2a	A	ZLIN AIRCRAFT	Z 37 T		**Zlin Z-37 T Series (Walter M601)**		

STCs in AEROPLANES SUBGROUP 2a

STC s - SUBGROUP 2a: SINGLE TURBO-PROPELLER ENGINE AEROPLANES (Other than those in Group 1)						
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**MTOM (For Group 3)**
2a	A	AERO TWIN, Inc. (STC)	Cessna 208	Cessna 208	**Cessna 208/208B (Honeywell TPE331)**	STC n. 10033295
2a	A	AERO TWIN, Inc. (STC)	Cessna 208B	Cessna 208B	**Cessna 208/208B (Honeywell TPE331)**	STC n. 10033295
2a	A	JETPROP, LLC. (STC)	PA-46-310P		**Piper PA-46 Pressurised (PWC PT6)**	STC n. 10015707, 10016000.
2a	A	JETPROP, LLC. (STC)	PA-46-350P	Mirage	**Piper PA-46 Pressurised (PWC PT6)**	STC n. 10015707, 10016000.
2a	A	SOLOY, LLC (STC)	206H		**Cessna 206 (RR Corp 250)**	STC n. 10027209
2a	A	SOLOY, LLC (STC)	T206H		**Cessna 206 (RR Corp 250)**	STC n. 10027209
2a	A	SOLOY, LLC (STC)	TU206G		**Cessna 206 (RR Corp 250)**	STC n. 10027209
2a	A	SOLOY, LLC (STC)	U206G		**Cessna 206 (RR Corp 250)**	STC n. 10027209
2a	A	SOLOY, LLC (STC)	207		**Cessna 207 (RR Corp 250)**	
2a	A	SOLOY, LLC (STC)	207A		**Cessna 207(RR Corp 250)**	
2a	A	SOLOY, LLC (STC)	T207		**Cessna 207 (RR Corp 250)**	
2a	A	SOLOY, LLC (STC)	T207A		**Cessna 207 (RR Corp 250)**	
2a	A	WEST PACIFIC AIR, LLC (STC)	B36TC		**Beech 36TC (PWC PT6)**	

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

SUBGROUP 2b: SINGLE TURBINE ENGINE HELICOPTERS (Other than those in Group 1)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	
2b	H	AIRBUS HELICOPTERS	AS 350 D		**Eurocopter AS 350 (Honeywell LTS 101)**		
2b	H	AIRBUS HELICOPTERS	AS 350 B	Écureuil	**Eurocopter AS 350 (Turbomeca Arriel 1)**		
2b	H	AIRBUS HELICOPTERS	AS 350 B1	Écureuil	**Eurocopter AS 350 (Turbomeca Arriel 1)**		
2b	H	AIRBUS HELICOPTERS	AS 350 B2	Écureuil	**Eurocopter AS 350 (Turbomeca Arriel 1)**		
2b	H	AIRBUS HELICOPTERS	AS 350 BA	Écureuil	**Eurocopter AS 350 (Turbomeca Arriel 1)**		
2b	H	AIRBUS HELICOPTERS	AS 350 BB	Écureuil	**Eurocopter AS 350 (Turbomeca Arriel 1)**		
2b	H	AIRBUS HELICOPTERS	AS 350 B3		**Eurocopter AS 350 (Turbomeca Arriel 2)**		
2b	H	AIRBUS HELICOPTERS	EC 120 B	Colibri	**Eurocopter EC 120 (Turbomeca Arrius 2F)**		
2b	H	AIRBUS HELICOPTERS	EC 130 B4		**Eurocopter EC 130 (Turbomeca Arriel 2)**		
2b	H	AIRBUS HELICOPTERS	EC 130 T2		**Eurocopter EC 130 (Turbomeca Arriel 2)**		
2b	H	AIRBUS HELICOPTERS	SA 315 B	Lama	**Eurocopter SA 315B (Turbomeca Artouste)**		
2b	H	AIRBUS HELICOPTERS	SA 316 B	Alouette III	**Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)**		
2b	H	AIRBUS HELICOPTERS	SA 316 C	Alouette III	**Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)**		
2b	H	AIRBUS HELICOPTERS	SE 3160	Alouette III	**Eurocopter SA 316 B/SA 316 C (Turbomeca Artouste)**		
2b	H	AIRBUS HELICOPTERS	SA 318 B	Alouette-Astazou	**Eurocopter SA 318 (Turbomeca Astazou)**		
2b	H	AIRBUS HELICOPTERS	SA 318 C	Alouette-Astazou	**Eurocopter SA 318 (Turbomeca Astazou)**		
2b	H	AIRBUS HELICOPTERS	SA 3180	Alouette-Astazou	**Eurocopter SA 318 (Turbomeca Astazou)**		
2b	H	AIRBUS HELICOPTERS	SA 319 B	Alouette III	**Eurocopter SA 319 (Turbomeca Astazou XIV)**		
2b	H	AIRBUS HELICOPTERS	SA 341 G	Gazelle	**Eurocopter SA 341 (Turbomeca Astazou)**		
2b	H	AIRBUS HELICOPTERS	SA 342 J	Gazelle	**Eurocopter SA 342 J (Turbomeca Astazou XIV)**		

SUBGROUP 2b: SINGLE TURBINE ENGINE HELICOPTERS (Other than those in Group 1)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	
2b	H	BELL HELICOPTER CANADA	407		**Bell 407 (RR Corp 250)**		
2b	H	BELL HELICOPTER TEXTRON CANADA LIMITED	206 Series from A to L		**Agusta AB206 / Bell 206 (RR Corp 250)**		
2b	H	LEONARDO S.p.A.	A119	Koala	**Agusta A119/ Agusta AW119MkII (PWC PT6)**		
2b	H	LEONARDO S.p.A.	AW119MkII	Koala enhanced AW119Ke	**Agusta A119/ Agusta AW119MkII (PWC PT6)**		
2b	H	LEONARDO S.p.A.	AB206 A		**Agusta AB206 / Bell 206 (RR Corp 250)**		
2b	H	LEONARDO S.p.A.	AB206 B		**Agusta AB206 / Bell 206 (RR Corp 250)**		
2b	H	MD HELICOPTERS INC. (MDHI)	369 D, E and FF		**MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)**		
2b	H	MD HELICOPTERS INC. (MDHI)	369 H series		**MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)**		
2b	H	MD HELICOPTERS INC. (MDHI)	500N		**MD Helicopters 500N/600N AMD500N (RR Corp 250)**		
2b	H	MD HELICOPTERS INC. (MDHI)	600N		**MD Helicopters 500N/600N AMD500N (RR Corp 250)**		
2b	H	Mecaer Aviation Group	NH-500D		**MD Helicopters 369 Series / SEI NH-500D (RR Corp 250)**		
2b	H	Mecaer Aviation Group	AMD-500N		**MD Helicopters 500N/600N AMD500N (RR Corp 250)**		
2b	H	PZL-ŚWIDNIK	SW-4		**PZL SW-4 (RR Corp 250)**		
2b	H	ROBINSON HELICOPTER COMPANY	R66		**Robinson R66 (RR Corp 250)**		
2b	H	SCHWEIZER AIRCRAFT CORPORATION	269D		**Schweizer 269D (RR Corp 250)**		
2b	H	THE ENSTROM HELICOPTER CORPORATION	480 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)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	
2c	H	ANTARES INTERNATIONAL (Aircraft with SAS)	SH-4		**Silvercraft SH-4 (Franklin)**		
2c	H	BRANTLY INTERNATIONAL, INC.	305		**Brantly B2 (Lycoming)**		
2c	H	BRANTLY INTERNATIONAL, INC.	B-2	Military YHO | | 3BR	**Brantly B2 (Lycoming)**		
2c	H	BRANTLY INTERNATIONAL, INC.	B-2A		**Brantly B2 (Lycoming)**		
2c	H	BRANTLY INTERNATIONAL, INC.	B-2B		**Brantly B2 (Lycoming)**		
2c	H	HELICOPTÈRES GUIMBAL	G2	Cabri	**Cabri G2 (Lycoming)**		
2c	H	Mecaer Aviation Group	NH 300C	Model 300C	**Schweizer / Breda Nardi 269/300 (Lycoming)**		
2c	H	ROBINSON HELICOPTER COMPANY	R22		**Robinson R22/R44 Series (Lycoming)**		
2c	H	ROBINSON HELICOPTER COMPANY	R22 ALPHA		**Robinson R22/R44 Series (Lycoming)**		
2c	H	ROBINSON HELICOPTER COMPANY	R22 BETA		**Robinson R22/R44 Series (Lycoming)**		
2c	H	ROBINSON HELICOPTER COMPANY	R22 MARINER		**Robinson R22/R44 Series (Lycoming)**		
2c	H	ROBINSON HELICOPTER COMPANY	R44		**Robinson R22/R44 Series (Lycoming)**		

SUBGROUP 2c: SINGLE PISTON-ENGINE HELICOPTERS (Other than those in Group 1)							
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	
2c	H	ROBINSON HELICOPTER COMPANY	R44 II		**Robinson R22/R44 Series (Lycoming)**		
2c	H	SCHWEIZER AIRCRAFT CORPORATION	269A	Model 300C	**Sikorsky 269/300 (Lycoming)**		
2c	H	SCHWEIZER AIRCRAFT CORPORATION	269B	Model 300C	**Sikorsky 269/300 (Lycoming)**		
2c	H	SCHWEIZER AIRCRAFT CORPORATION	269C	Model 300C	**Sikorsky 269/300 (Lycoming)**		
2c	H	SCHWEIZER AIRCRAFT CORPORATION	269C-1	Model 300C	**Sikorsky 269/300 (Lycoming)**		
2c	H	SIKORSKY AIRCRAFT	S-58 A to J		**Sikorsky S-58 (Wright Cyclone)**		
2c	H	THE ENSTROM HELICOPTER CORPORATION	280 series		**Enstrom F-28/280 (Lycoming)**		
2c	H	THE ENSTROM HELICOPTER CORPORATION	F-28 series		**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)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**		**MTOM**	
						NOTE	**≤ 2T**	**> 2T**
3	A	AD Holdings, Inc	T-211	*Metal*	**Thorp T-211 (Continental)**		X	
3	A	AD Holdings, Inc	T-211	*Metal*	**Thorp T-211 (Jabiru)**		X	
3	A	AERO Sp.z.o.o	AT-3 R100	*Metal*	**Aero AT-3 (Rotax)**		X	
3	A	AEROSTAR AIRCRAFT Corporation	PA-60-601P (Aerostar 601P)	Metal + Pressurised	**Piper PA-60/61 Pressurised (Lycoming)**			X
3	A	AEROSTAR AIRCRAFT Corporation	PA-60-602P (Aerostar 602P)	Metal + Pressurised	**Piper PA-60/61 Pressurised (Lycoming)**			X
3	A	AEROSTAR AIRCRAFT Corporation	PA-60-600 (Aerostar 600)	Metal	**Piper PA-60/61 Series (Lycoming)**			x
3	A	AEROSTAR AIRCRAFT Corporation	PA-60-601 (Aerostar 601)	Metal	**Piper PA-60/61 Series (Lycoming)**			x
3	A	AIR TRACTOR	AT-250	Metal	**Air Tractor AT-250/300 (PW R985)**			X
3	A	AIR TRACTOR	AT 300	Metal	**Air Tractor AT-250/300 (PW R985)**			X
3	A	AIR TRACTOR	AT-301	Metal	**Air Tractor AT-301/401/501 (PW R1340)**			X
		AIR TRACTOR	AT-401	Metal	**Air Tractor AT-301/401/501 (PW R1340)**			X
		AIR TRACTOR	AT-401B	Metal	**Air Tractor AT-301/401/501 (PW R1340)**			X
		AIR TRACTOR	AT-501	Metal	**Air Tractor AT-301/401/501 (PW R1340)**			X
3	A	AIR TRACTOR	AT-401A	Metal	**Air Tractor AT-401 (PZL-3S)**			X
3	A	AIRCRAFT Design and Certification	D4 Fascination	Composite	**(WD) D4 Fascination (Rotax)**		X	
3	A	AIRCRAFT INDUSTRIES	L-200 A/D	Metal	**Let L 200 (LOM)**		X	
3	A	AIRCRAFT INDUSTRIES	Z-37-2/A	Metal tubing Fabric	**Let Z-37 Series (LOM)**		X	
3	A	ALENIA AERMACCHI	F260 A-F	Metal	**Aermacchi F260 Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	ALENIA AERMACCHI	S205-22/R	Metal	**SIAI-Marchetti S.205 (Franklin)**		X	
3	A	ALENIA AERMACCHI	S205-18/F S205-18/R S205-20/F S205-20/R S208 S208A	Metal	**SIAI-Marchetti S.205/S.208 (Lycoming)**		X	
3	A	ALEXANDRIA Aircraft LLC	17-30 17-30A	Wood + Metal tubing Fabric	**Bellanca 17-30 (Continental)**		X	
3	A	ALEXANDRIA Aircraft LLC	17-31 17-31A 17-31ATC 17-31TC	*Wood + Metal tubing Fabric*	**Bellanca 17-31 Series (Lycoming)**		X	
3	A	ALLIED AG CAT Productions	G-164 G-164B G-164B with 73'' wing gap G-164B-15T G-164B-20T G-164B-34T	Metal	**Grumman G-164 (Continental)**		X	
3	A	ALLIED AG CAT Productions	G-164	Metal	**Grumman G-164 (Jacobs)**		X	
3	A	ALLIED AG CAT Productions	G-164/164A G-164B G-164B with 73' wing gap G-164B-15T/20T/34T G-164C	Metal	**Grumman G-164 (PW R Series)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	ALPHA AVIATION	HR 200-100 Series R 2100 Series	*Metal*	**Robin HR 200/ R 2000 series (Lycoming)**		X	
3	A	AMERICAN CHAMPION Aircraft Corp.	7GCAA 7GCBC (180HP)	*Wood + Metal tubing Fabric*	**Champion 7 (Superior)**		X	
3	A	AMERICAN CHAMPION Aircraft Corp.	7ECA 7GCAA 7GCBC (160HP)	*Wood + Metal tubing Fabric*	**Champion 7 (Lycoming)**		X	
3	A	AMERICAN CHAMPION Aircraft Corp.	8GCBC 8KCAB	*Wood + Metal tubing Fabric*	**Champion 8 Series (Lycoming)**		X	
3	A	AQUILA Aviation by Excellence AG	AQUILA AT01 AQUILA AT01-100 AQUILA AT01-300	*Composite*	**Aquila AT01 (Rotax)**		X	
3	A	BEECHCRAFT Corporation	19A B19 M19A	*Metal*	**Beech 19 Series (Lycoming)**		X	
3	A	BEECHCRAFT Corporation	23 A23-19 A23-24 B23 C23	*Metal*	**Beech 23 Series (Lycoming)**		X	
3	A	BEECHCRAFT Corporation	A24 A24R B24R C24R	*Metal*	**Beech 24 Series (Lycoming)**		X	
3	A	BEECHCRAFT Corporation	E33/33A/33C F33/33A/33C G33	*Metal*	**Beech 33 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	BEECHCRAFT Corporation	35-33 35-A33 35-B33 35-C33/C33A H35/J35/K35/M35 N35/P35/S35/V35 V35A/ V35B	*Metal*	**Beech 35 Series (Continental)**		X	
3	A	BEECHCRAFT Corporation	36 A36/36TC B36TC G36	*Metal*	**Beech 36 Series (Continental)**		X	
3	A	BEECHCRAFT Corporation	50 B50 – J50	*Metal*	**Beech 50 Series (Lycoming)**			X
3	A	BEECHCRAFT Corporation	D55/55A E55/55A	*Metal*	**Beech 55 Series (Continental)**			X
3	A	BEECHCRAFT Corporation	56TC A56TC	*Metal*	**Beech 56 Series (Lycoming)**			X
3	A	BEECHCRAFT Corporation	58 58A G58	*Metal*	**Beech 58 Series (Continental)**			X
3	A	BEECHCRAFT Corporation	58P 58PA	*Metal + Pressurised*	**Beech 58P (Continental)**			X
3	A	BEECHCRAFT Corporation	58TC 58TCA	*Metal*	**Beech 58TC (Continental)**			X
3	A	BEECHCRAFT Corporation	60 A60 B60	*Metal*	**Beech 60 Series (Lycoming)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	BEECHCRAFT Corporation	65/70/65-80/ 65-88/ 65-A80/ 65-A80-8800/ 65-B80 A65/A65-8200	*Metal*	**Beech 65-80 Series (Lycoming)**			X
3	A	BEECHCRAFT Corporation	76	*Metal*	**Beech 76 (Lycoming)**		X	
3	A	BEECHCRAFT Corporation	77	*Metal*	**Beech 77 (Lycoming)**		X	
3	A	BEECHCRAFT Corporation	95-B55 95-B55A 95-B55B 95-C55 95-C55A	*Metal*	**Beech 95 Series (Continental)**			X
3	A	BEECHCRAFT Corporation	95 B95/B95A D95A E95	*Metal*	**Beech 95 Series (Lycoming)**		X	
3	A	BEECHCRAFT Corporation	95-55 95-A55	*Metal*	**Beech 95 Series (Lycoming)**			X
3	A	BEECHCRAFT Corporation	A23 A23A	*Metal*	**Beech A23 (Continental)**		X	
3	A	Bernd Hager/Anatoli Stobbe GbR	R 90-230RG	*Composite*	**Ruschmeyer R90-230RG (Lycoming)**		X	
3	A	BERIEV	Be 103	*Metal*	**Beriev Be-103 (Continental)**			X
3	A	B-N GROUP Ltd. (Britten-Norman)	BN.2A MARK III BN.2A MARK III-1 BN.2A MARK III-2 BN.2A MARK III-3	*Metal*	**Britten-Norman BN.2A Mark III (Lycoming)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	B-N GROUP Ltd. (Britten-Norman)	BN2 BN2A BN2A-2 BN2A-20/21/26/27 BNA2-3/6/7/8/9	*Metal*	**Britten-Norman BN2A Series (Lycoming)**			X
3	A	B-N GROUP Ltd. (Britten-Norman)	BN2B-20/21/26/27	*Metal*	**Britten-Norman BN2B Series (Lycoming)**			X
3	A	Breezer Aircraft GmbH & Co. KG	B600	*Metal*	**Breezer B600 (Rotax)**			
3	A	CEAPR	CAP10 CAP10B	*Wood*	**CAP 10 (Lycoming)**		X	
3	A	CEAPR	CAP20 CAP20L/S200 CAP21	*Wood*	**CAP 20/21 (Lycoming)**		X	
3	A	CEAPR	CAP230 CAP231	*Wood*	**CAP 230 Series (Lycoming)**		X	
3	A	CEAPR	CAP231EX CAP232	*Composite + Wood*	**CAP 230 Series (Lycoming)**		X	
3	A	CEAPR	ATL ATL S	*Wood + Composite*	**Robin ATL / ATL S (JPX 4T60)**		X	
3	A	CEAPR	ATL L	*Wood + Composite*	**Robin ATL L (Limbach L2000)**		X	
3	A	CEAPR	DR200	*Wood*	**Robin DR 200 series (Potez)**		X	
3	A	CEAPR	DR220 DR 220 A DR 220 AB	*Wood*	**Robin DR 220 series (Continental)**			
3	A	CEAPR	DR 221 DR 221 B	*Wood*	**Robin DR 221 series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	CEAPR	DR 250 DR 250 B DR 250 B-160 DR 250-160	*Wood*	**Robin DR 250 series (Lycoming)**		X	
3	A	CEAPR	DR220 DR 220 A DR 220 AB DR 220 B	*Wood*	**Robin DR 220 series (Continental)**			
3	A	CEAPR	DR 221 DR 221 B	*Wood*	**Robin DR 221 series (Lycoming)**		X	
3	A	CEAPR	DR 250 DR 250 B DR 250 B-160 DR 250-160	*Wood*	**Robin DR 250 series (Lycoming)**		X	
3	A	CEAPR	DR 253 DR 253 B	*Wood*	**Robin DR 253 series (Lycoming)**		X	
3	A	CEAPR	DR 300/108 DR 300/120 DR 300/125 DR 300/140 DR 300/180 R DR 315 DR 340 DR 360 DR 380	*Wood*	**Robin DR 300 series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	CEAPR	DR 400/125 i DR 400/100 DR 400/120 DR 400/120 A DR 400/120 D DR 400/125 DR 400/140 DR 400/140B DR 400/160 DR 400/160D DR 400/180 DR 400/180 R DR 400/180 S DR 400/2+2 DR 400/200 R DR 400/500 DR 400/NGL	*Wood*	**Robin DR 400 series (Lycoming)**		X	
3	A	CEAPR	DR400/RP	*Wood*	**Robin DR 400RP (Porsche)**		X	
3	A	CEAPR	HR 100-210 HR 100-210 D HR 100-285 C HR 100-285 TIARA	*Metal*	**Robin HR 100 series (Continental)**		X	
3	A	CEAPR	HR 100-200 HR 100-200 B HR 100-250 TR	*Metal*	**Robin HR 100 series (Lycoming)**		X	
3	A	CEAPR	R 1180 T R 1180 TD	*Metal*	**Robin R 1180 series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	CEAPR	R 3000/100 R 3000/120 R 3000/120 D R 3000/140 R 3000/160 R 3000/160 S R3000/180	*Metal*	**Robin R 3000 series (Lycoming)**		X	
3	A	CESSNA AIRCRAFT Company	F177RG	Metal	**Cessna 177 Series (Lycoming)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 180 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 185 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 188 (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 206 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 206 Series (Lycoming)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 207 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 210 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal + Pressurised	**Cessna P210 (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 310/320 Series (Continental)**			X
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 321 (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal + Pressurised	**Cessna 335 (Continental)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna 336 (Continental)**		X	
3	A	CESSNA AIRCRAFT Company		Metal + Pressurised	**Cessna 340 (Continental)**			X
3	A	CESSNA AIRCRAFT Company		Metal	**Cessna T303 (Continental)**			X
3	A	CESSNA AIRCRAFT Company	F150F/G/H/J/K/L/M FA150K/L/M FRA150L/M	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company	F152 FA152	Metal	**Cessna/Reims-Cessna 152/F152 Series (Lycoming)**		X	
3	A	CESSNA AIRCRAFT Company	F172D/E/F/G/H/K FP172D FR172E/F/G/H/J/K	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company	F172L/M/N/P	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	CESSNA AIRCRAFT Company	F182P/Q	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	CESSNA AIRCRAFT Company	FR182	Metal	**Cessna/Reims-Cessna 182/F182 Series (Lycoming)**		X	
3	A	CESSNA AIRCRAFT Company	337 337A 337B 337C 337D	Metal	**Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)**		X	
3	A	CESSNA AIRCRAFT Company	337E/F/G/H/ F337E/F/G/H	Metal	**Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)**			X
3	A	CESSNA AIRCRAFT Company	M337B T 337B	Metal	**Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	CESSNA AIRCRAFT Company	T337C/D/E/F/G/H	Metal	**Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)**			X
3	A	CESSNA AIRCRAFT Company	FT337GP FT337HP P337H	Metal+ Presurised	**Cessna/Reims-Cessna 337 Series (Continental) (pressurised)**			X
3	A	CIRRUS Design Corporation	SR20 SR22 SR22T	Composite	**Cirrus SR20 / SR22 / SR22T Series (Continental)**		X	
3	A	COMMANDER PREMIER AIRCRAFT CO.	112 112B 112TC 112TCA	Metal	**Commander 112 (Lycoming)**		X	
3	A	COMMANDER PREMIER AIRCRAFT CO.	114 114A 114B 114TC	Metal	**Commander 114 (Lycoming)**		X	
3	A	Czech Sport Aircraft a.s.	PS-28 Cruiser	Metal	**Czech Sport PS-28 (Rotax)**		X	
3	A	DE HAVILLAND Support (Aircraft with SAS)	Beagle series 1	Metal	**Beagle B.121 series 1 (Continental)**		X	
3	A	DE HAVILLAND Support (Aircraft with SAS)	Beagle series 2/3	Metal	**Beagle B.121 series 2/3 (Lycoming)**		X	
3	A	DECOURT (Aircraft with SAS)	DMS 884-1	Wood	**Decourt DMS 884 (Franklin)**		X	
3	A	DIAMOND AIRCRAFT Industries	DA 42 M-NG	Composite	**Diamond DA42 Series (Austro Engine)**	MTOM >2T with; MÄM 42-659 and MÄM 42678 and OÄM 42260. Ref. TCDS	X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation or Type of structure (for Group 3)**	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	DIAMOND AIRCRAFT Industries	DA 42 NG	Composite	**Diamond DA42 Series (Austro Engine)**	MTOM >2T with; MÄM 42-659 and MÄM 42678 and OÄM 42260. Ref. TCDS	X	
3	A	DIAMOND AIRCRAFT Industries	DA 42 DA 42 M	Composite	**Diamond DA42 Series (Technify)**		X	
3	A	DIAMOND AIRCRAFT Industries	DA 20 –C1	Composite	**Diamond DA20 (Continental)**		X	
3	A	DIAMOND AIRCRAFT Industries	DA 20-A1 DV 20 DV 20 E	Composite	**Diamond DA20/DV20 (Rotax)**		X	
3	A	DIAMOND AIRCRAFT Industries	DA 40 NG	Composite	**Diamond DA40 (Austro Engine)**		X	
3	A	DIAMOND AIRCRAFT Industries	DA 40 DA 40 F	Composite	**Diamond DA40 (Lycoming)**		X	
3	A	DIAMOND AIRCRAFT	DA 40 D	Composite	**Diamond DA40 D (Technify)**		X	
3	A	DIAMOND AIRCRAFT Industries	DA 62	Composite	**Diamond DA62 (Austro Engine)**			X
3	A	DYNAC AEROSPACE Corporation	Aerocommander 100	Metal	**Aerocommander 100 (Lycoming)**		X	
3	A	E.I.S Aircraft GmbH	RS 180	Wood + Composite	**RS 180 (Lycoming)**		X	
3	A	EADS Deutschland Military Air Syst	Bölkow 207	Wood	**Bölkow BO 207 (Lycoming)**		X	
3	A	EADS Deutschland Military Air Syst	Bölkow 207 T	Wood	**Bölkow BO 207 (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	EADS Deutschland Military Air Syst	Bölkow BO 208 C JUNIOR Bölkow JUNIOR	*Metal*	**Bölkow BO 208 (Continental)**		X	
3	A	EADS Deutschland Military Air Syst	Bölkow BO 209 S	*Metal*	**Bölkow BO 209 (Continental)**		X	
3	A	EADS Deutschland Military Air Syst	Bölkow BO 209 Monsun	*Metal*	**Bölkow BO 209 (Lycoming)**		X	
3	A	EADS Deutschland Military Air Syst	233 A1 223 K1 223 V	*Metal*	**SIAT 223 (Lycoming)**		X	
3	A	EADS PZL "WARSZAWA-OKECIE"	PZL-104M Wilga 2000 PZL-104MA Wilga 2000 PZL-104MF Wilga 2000 PZL-104MN Wilga 2000	*Metal*	**PZL-104 Wilga (Lycoming)**		X	
3	A	EADS PZL "WARSZAWA-OKECIE"		*Metal*	**PZL-104 Wilga Series (Continental)**		X	
3	A	EADS PZL "WARSZAWA-OKECIE"		*Metal*	**PZL-104A Wilga (Ivchenko)**		X	
3	A	EADS PZL "WARSZAWA-OKECIE"		*Metal*	**PZL-110 Koliber (Franklin)**		X	
3	A	EADS PZL "WARSZAWA-OKECIE"		*Metal*	**PZL-Koliber 150 Series (Lycoming)**		X	
3	A	EADS PZL "WARSZAWA-OKECIE"		*Metal*	**PZL-Koliber 160 (Lycoming)**		X	
3	A	EADS PZL 'WARSZAWA-OKECIE'		*Metal*	**PZL-106 Series (PZL)**			X
3	A	E.I.S Aircraft GmbH		*Wood*	**RS 180 (Lycoming)**		X	
3	A	EVEKTOR		*Metal*	**Evektor EV-97 (Rotax)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	EXTRA Flugzeugproduktions- und Vertriebs-GmbH		Composite + Pressurised	**Extra EA-400 (Continental)**		X	
3	A	FFA ALTENRHEIN		Metal	**AS202 Series (Lycoming)**		X	
3	A	FFT GYROFLUG (Aircraft with SAS)		Composite	**SC01 Series (Lycoming)**		X	
3	A	Flight Design GmbH		Composite	**CTLS-ELA (Rotax)**		X	
3	A	FLS AEROSPACE (Aircraft with SAS)		Metal	**Club Sprint/Sprint 160 (Lycoming)**		X	
3	A	FLS AEROSPACE (Aircraft with SAS)		Metal	**OA7 Optica Series (Lycoming)**		X	
3	A	Fournier, René		Wood	**RF 47 (Limbach)**		X	
3	A	Fournier, René		Wood	**RF 6B (Continental)**		X	
3	A	Fournier, René		Wood	**RF 6B (Lycoming)**		X	
3	A	FUJI Heavy Industries		Metal	**Fuji FA-200 Series (Lycoming)**		X	
3	A	GA8 Airvan Pty Ltd		Metal	**Gippsland GA8 (Lycoming)**		X	
3	A	GARDAN (Aircraft with SAS)		Metal	**Gardan GY 80 (Lycoming)**		X	
3	A	GENERAL AVIA ostruzioni Aeronautiche (Aircraft with SAS)		Metal	**General Avia F.22 (Lycoming)**		X	
3	A	GENERAL AVIA ostruzioni Aeronautiche (Aircraft with SAS)		Metal	**General Avia F20 Series (Continental)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	Bernd Hager/Anatoli Stobbe GbR		Composite	**Ruschmeyer R90-230RG (Lycoming)**		X	
3	A	GROB Aircraft AG		Composite	**Grob G115/120 Series (Lycoming)**		X	
3	A	Hoffmann GmbH & Co. KG		Composite	**H 40 (Lycoming)**		X	
3	A	HOFFMANN GmbH & Co. KG (STC)	Cessna 150/A150/F150/FA150	Metal	**Cessna 150/A150/F150/FA150 (Rotax)**		X	
3	A	INSTYTUT LOTNICTWA		Composite	**Instytut Lotnictwa I-23 Manager (Lycoming)**		X	
3	A	INTERCEPTOR AIRCRAFT Corporation	200D	Metal	**Aerocommander 200 (Continental)**		X	
3	A	ISSOIRE AVIATION		Composite	**Issoire APM 20/30 (Rotax)**		X	
3	A	ISSOIRE AVIATION		Composite	**Issoire APM 40 (Continental)**		X	
3	A	LAVIA ARGENTINA S.A. (LAVIASA)		Metal	**Piper PA-25 Series (Lycoming)**		X	
3	A	LIBERTY AEROSPACE Incorporated		Composite	**Liberty XL-2 (Continental)**		X	
3	A	LTB SAMMET GmbH (STC)	Cessna 150D to M Cessna A150L Cessna F150-G to M	Metal	**Cessna 150 (Rotax)**		X	
3	A	Magnaghi Aeronautica S.p.A. (INIZIATIVE INDUSTRIALI ITALIANE)		Composite	**III Sky Arrow 650/710 (Rotax)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M4 (Continental)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M4 (Franklin)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M4 (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation or Type of structure (for Group 3)**	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M5 (Continental)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M5 (Franklin)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M5 (Lycoming)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M6 (Lycoming)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule M7 Series (Lycoming)**		X	
3	A	MAULE AEROSPACE TECHNOLOGY		Metal tubing Fabric	**Maule MX-7 (Lycoming)**		X	
3	A	MOONEY AIRPLANE Company		Metal + Wood	**Mooney M18L (Continental)**		X	
3	A	MOONEY AIRPLANE Company		Metal	**Mooney M20 (Continental)**		X	
3	A	MOONEY AIRPLANE Company		Metal + Wood	**Mooney M20/M20A (Lycoming)**		X	
3	A	MOONEY AIRPLANE Company		Metal	**Mooney M20B to M20S/M22 (Lycoming)**		X	
3	A	NIPPER		Wood + Metal tubing Fabric	**Nipper T-66 (Stark)**		X	
3	A	OMA SUD SPA Sky Technologies		Metal	**SKYCAR (Lycoming)**		X	
3	A	PIAGGIO Aero Industries		Metal	**Piaggio P166 (Lycoming)**			X
3	A	PILATUS AIRCRAFT	PC-6/A/B/C	Metal	**Pilatus PC-6 Series (Lycoming)**			X
3	A	PIPER AIRCRAFT	PA-23-235 PA-23-250	Metal	**Piper PA-23 Aztec (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-24 PA-24-250 PA-24-260/ PA-24-400	Metal	**Piper PA-24 Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	PIPER AIRCRAFT	PA-28-201T (Turbo Dakota)	Metal	**Piper PA-28 Series (Continental)**		X	
3	A	PIPER AIRCRAFT	PA-28R-201T (Turbo Arrow III)	Metal	**Piper PA-28 Series (Continental)**		X	
3	A	PIPER AIRCRAFT	PA-28RT-201T (Turbo Arrow IV)	Metal	**Piper PA-28 Series (Continental)**		X	
3	A	PIPER AIRCRAFT	PA-28-140	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-150 (Cherokee)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-151	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-160 (Cherokee)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-161	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-180 (Archer)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-180 (Cherokee)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-181	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-181	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-235	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28-236 (Dakota)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28R-180 (Arrow)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28R-200 (Arrow II)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28R-200 (Arrow)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28R-201	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28RT-201 (Arrow IV)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28S-160 (Cherokee)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-28S-180 (Cherokee)	Metal	**Piper PA-28 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-30	Metal	**Piper PA-30 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-31	Metal	**Piper PA-31 Series (Lycoming)**			X
3	A	PIPER AIRCRAFT	PA-31-300	Metal	**Piper PA-31 Series (Lycoming)**			X
3	A	PIPER AIRCRAFT	PA-31-325	Metal	**Piper PA-31 Series (Lycoming)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	PIPER AIRCRAFT	PA-31-350 (Chieftain)	Metal	**Piper PA-31 Series (Lycoming)**			X
3	A	PIPER AIRCRAFT	PA-31P (Pressurized Navajo)	Metal + Pressurised	**Piper PA-31P (Lycoming)**			X
3	A	PIPER AIRCRAFT	PA-31P-350 (Mojave)	Metal + Pressurised	**Piper PA-31P (Lycoming)**			X
3	A	PIPER AIRCRAFT	PA-32-260 (Cherokee Six 260)	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32-300	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32-301 (Saratoga)	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32-301FT (Piper	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32-301T	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32-	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32R-300 (Lance)	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32R-301	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32R-301 (Saratoga	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32R-301T	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32R-301T	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32RT-300	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32RT-	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-32S-300	Metal	**Piper PA-32 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-34-200T (Seneca II)	Metal	**Piper PA-34 Series (Continental)**			X
3	A	PIPER AIRCRAFT	PA-34-220T (Seneca	Metal	**Piper PA-34 Series (Continental)**			X
3	A	PIPER AIRCRAFT	PA-34-220T (Seneca	Metal	**Piper PA-34 Series (Continental)**			X
3	A	PIPER AIRCRAFT	PA-34-220T (Seneca V)	Metal	**Piper PA-34 Series (Continental)**			X
3	A	PIPER AIRCRAFT	PA-34-200 (Seneca)	Metal	**Piper PA-34 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-36-285 (Normal	Metal	**Piper PA-36 Series (Continental)**		X	
3	A	PIPER AIRCRAFT	PA-36-300 (Normal	Metal	**Piper PA-36 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-36-375 (Normal category)	Metal	**Piper PA-36 Series (Lycoming)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	PIPER AIRCRAFT	PA-38-112	*Metal*	**Piper PA-38 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-39	Metal	**Piper PA-39/40 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-40	Metal	**Piper PA-39/40 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-44-180 (Seminole)	Metal	**Piper PA-44 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-44-180T	Metal	**Piper PA-44 Series (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-46-310P	Metal + Pressurised	**Piper PA-46 Pressurised (Continental)**		X	
3	A	PIPER AIRCRAFT	PA-46-350P (Mirage)	Metal + Pressurised	**Piper PA-46 Pressurised (Lycoming)**		X	
3	A	PIPER AIRCRAFT	PA-46R-350T (Matrix)	Metal	**Piper PA-46 Series (Lycoming)**		X	
3	A	Zakłady Lotnicze Sp. z o. o.	PZL M18	Metal	**PZL M 18 (PZL)**			X
3	A	Zakłady Lotnicze Sp. z o. o.	PZL M18A	Metal	**PZL M 18 (PZL)**			X
3	A	Zakłady Lotnicze Sp. z o. o.	PZL M18AS	Metal	**PZL M 18 (PZL)**			X
3	A	Zakłady Lotnicze Sp. z o. o.	PZL M18B	Metal	**PZL M 18 (PZL)**			X
3	A	Zakłady Lotnicze Sp. z o. o.	PZL M18BS	Metal	**PZL M 18 (PZL)**			X
3	A	Zakłady Lotnicze Sp. z o. o.	PZL M26 01	Metal	**PZL M 26 (Lycoming)**		X	
3	A	Polskie Zakłady Lotnicze Sp. z o. o. (Aircraft with SAS)	PZL M20	Metal	**PZL M 20 (PZL)**			X
3	A	PORSCHE AG (STC)	Cessna 182Q/F182Q	Metal	**Cessna 182Q/F182Q (Porsche)**		X	
			LA-4A	Metal	**REVO C/LA-4 Series (Lycoming)**		X	
3	A	REVO, Inc	LA-4P Lake 250	Metal	**REVO C/LA-4 Series (Lycoming)** **Lake C/LA Series (Lycoming)**		X	
3	A	RUAG AEROSPACE Services GmbH	Do 28 A-1	Metal	**Do 28 Series (Lycoming)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	RUAG AEROSPACE Services GmbH	Do 28 A-1[R]	Metal	**Do 28 Series (Lycoming)**			X
3	A	RUAG AEROSPACE Services GmbH	Do 28 B-1	Metal	**Do 28 Series (Lycoming)**			X
3	A	RUAG AEROSPACE Services GmbH	Do 28 D	Metal	**Do 28 Series (Lycoming)**			X
3	A	RUAG AEROSPACE Services GmbH	Do 28 D-1	Metal	**Do 28 Series (Lycoming)**			X
3	A	RUAG AEROSPACE Services GmbH	Do 28 D-2	Metal	**Do 28 Series (Lycoming)**			X
3	A	S.C.Constructii Aeronautice S.A	IAR-46 IAR-46S	*Metal*	**IAR-46 (Rotax)**		X	
3	A	SCHEIBE Flugzeugbau	SF 23 A	Wood + Metal tubing Fabric	**SF 23 Series (Continental)**		X	
3	A	SCHEIBE Flugzeugbau	SF 23 A1	Wood +Metal tubing Fabric	**SF 23 Series (Continental)**		X	
3	A	SCHEIBE Flugzeugbau	SF 23 B	Wood + Metal tubing Fabric	**SF 23 Series (Continental)**		X	
3	A	SCHEIBE Flugzeugbau (Aircraft with SAS)	SF 23 C	Wood + Metal tubing Fabric	**SF 23 Series (Lycoming)**		X	
3	A	SCHEIBE Flugzeugbau	TSC-1A	Composite	**TSC Series (Lycoming)**		X	
3	A	(Aircraft with SAS)	TSC-1A1	Composite	**TSC Series (Lycoming)**		X	
3	A	SEASTAR CORP	TSC-1A2	Composite	**TSC Series (Lycoming)**		X	
3	A	SEASTAR CORP	A-1	Metal	**Aviat Husky A (Lycoming)**		X	
3	A	SEASTAR CORP	A-1A	Metal	**Aviat Husky A (Lycoming)**		X	
3	A	SEASTAR CORP	A-1B	Metal	**Aviat Husky A (Lycoming)**		X	
3	A	SKY INTERNATIONAL	A-1C-180	Metal	**Aviat Husky A (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	SKY INTERNATIONAL	S-1S	Wood +Metal tubing Fabric	**Pitts S-1 Series (Lycoming)**		X	
3	A	SKY INTERNATIONAL	S-2A	Wood +Metal tubing Fabric	**Pitts S-2 Series (Lycoming)**		X	
3	A	SKY INTERNATIONAL	S-2B	Wood +Metal tubing Fabric	**Pitts S-2 Series (Lycoming)**		X	
3	A	SKY INTERNATIONAL	S-2C	Wood +Metal tubing Fabric	**Pitts S-2 Series (Lycoming)**		X	
3	A	SKY INTERNATIONAL	S-2S	Wood +Metal tubing Fabric	**Pitts S-2 Series (Lycoming)**		X	
3	A	Skyfox Aviation Ltd	CA25	Wood +Metal tubing Fabric	**CA25 Series (Rotax)**		X	
3	A	Skyfox Aviation Ltd	CA25N	Wood +Metal tubing Fabric	**CA25 Series (Rotax)**		X	
3	A	SLINGSBY Aviation	T67A	*Wood*	**Slingsby T67A (Lycoming)**		X	
3	A	SLINGSBY Aviation	T67B Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	
3	A	SLINGSBY Aviation	T67C Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	
3	A	SLINGSBY Aviation	T67M Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	
3	A	SLINGSBY Aviation	T67M200 Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	
3	A	SLINGSBY Aviation	T67M260 Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	SLINGSBY Aviation	T67M260-T3A Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	
3	A	SLINGSBY Aviation	T67M-MKII Firefly	Composite	**Slingsby T67B/T67C/T67M Series (Lycoming)**		X	
3	A	SOCATA	GA7	Metal	**Grumman GA-7 (Lycoming)**		X	
3	A	SOCATA	MS 880 B MS 880 B-D MS 885	Metal	**SOCATA MS 880/885 (Continental)**		X	
3	A	SOCATA	MS 881	*Metal*	**SOCATA MS 881 (Potez)**		X	
3	A	SOCATA	MS 884 MS 894 A MS 894 E	*Metal*	**SOCATA MS 884/894/PZL Koliber (Franklin)**		X	
3	A	SOCATA	MS 890 A MS 890 B	Metal	**SOCATA MS 890 (Continental)**		X	
3	A	SOCATA	MS 883 MS 886 MS 887 MS 892 A.150 MS 892 B.150 MS 892 E.150 MS 892 ED.150 MS 893 A MS 893 B MS 893 E MS 893 E-D	Metal	**SOCATA MS 892/883/886/887 (Lycoming)**		X	
3	A	SOCATA	RALLYE 100 S	*Metal*	**SOCATA Rallye Series (Continental)**		X	
3	A	SOCATA	RALLYE 100 SD	*Metal*	**SOCATA Rallye Series (Continental)**		X	
3	A	SOCATA	RALLYE 100 ST	*Metal*	**SOCATA Rallye Series (Continental)**		X	
3	A	SOCATA	RALLYE 100 ST-D	*Metal*	**SOCATA Rallye Series (Continental)**		X	
3	A	SOCATA	RALLYE 110 ST	Metal	**SOCATA Rallye Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	SOCATA	RALLYE 150 ST	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 150 ST-D	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 150 SV	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 150 SVS	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 150 T	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 150 TD	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 180 T	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 180 TD	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 180 TS	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 235 A	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 235 C	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 235 E	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 235 ED	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	RALLYE 235 F	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA	TB 10	Metal	**SOCATA TB Series (Lycoming)**		X	
3	A	SOCATA	TB 20	Metal	**SOCATA TB Series (Lycoming)**		X	
3	A	SOCATA	TB 200	Metal	**SOCATA TB Series (Lycoming)**		X	
3	A	SOCATA	TB 21	Metal	**SOCATA TB Series (Lycoming)**		X	
3	A	SOCATA	TB 9	Metal	**SOCATA TB Series (Lycoming)**		X	
3	A	SOCATA(Aircraft with SAS)	RALLYE 235 CA	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA(Aircraft with SAS)	RALLYE 235 CA-M	Metal	**SOCATA Rallye Series (Lycoming)**		X	
3	A	SOCATA (Aircraft with SAS)	ST10	Metal	**SOCATA ST10 (Lycoming)**		X	
3	A	SPERL TECHNIK & ENTWICKLUNGEN (STC)	Cessna 150/A150/F150/FA150	*Metal*	**Cessna 150/A150/F150/FA150 (Rotax)**		X	
3	A	Sportavia Putzer (Aircraft with SAS)		*Wood + Composite*	**Sportavia Putzer RS180 (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	Sportavia Putzer (Aircraft with SAS)		*Wood + Composite*			X	
3	A	SST FLUGTECHINK Gmbh	EA 400	EXTRA 400	**Extra EA-400 (Continental)**		X	
3	A	Stemme AG	ASP S15-1	Composite	**Stemme ASP S15-1 (Rotax)**		X	
3	A	STOL AIRCRAFT Corporation		*Metal*	**Republic UC-1 (Lycoming)**		X	
3	A	SUKHOI		*Composite*	**Sukhoi Su-29/31 (MGA)**		X	
3	A	SUKHOI (Aircraft with SAS)	Su-29	Composite	**Sukhoi SU-29 (Vedeneyev)**		X	
3	A	SUKHOI (Aircraft with SAS)	Su-31	Composite	**Sukhoi SU-31 (Vedeneyev)**		X	
3	A	Symphony Aircraft Industries Inc	OMF-100-160	Metal	**Symphony OMF-100-160 (Lycoming)**		X	
3	A	TAYLORCRAFT 2000	19 F19	Wood + Metal tubing Fabric	**Taylorcraft 19 Series (Continental)**		X	
3	A	TAYLORCRAFT 2000	F21	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	
3	A	TAYLORCRAFT 2000	F21A	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	
3	A	TAYLORCRAFT 2000	F21B	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	
3	A	TAYLORCRAFT 2000	F22	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	
3	A	TAYLORCRAFT 2000	F22A	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	
3	A	TAYLORCRAFT 2000	F22B	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TAYLORCRAFT 2000	F22C	Wood +Metal tubing Fabric	**Taylorcraft F21/F22 Series (Lycoming)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P2006T	Metal	**Tecnam P2006T (Rotax)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P92-JS	Metal	**Tecnam P92 (Rotax)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P2002-JF	Metal	**Tecnam P2002 (Rotax)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P2002-JR	Metal	**Tecnam P2002 (Rotax)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P2008 JC	Composite + Metal	**Tecnam P2008 (Rotax)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P2010	Composite + Metal	**Tecnam P2010 (Lycoming)**		X	
3	A	TECNAM Costruzioni Aeronautiche	P92-J	Metal	**Tecnam P92 (Rotax)**		X	
3	A	TEXTRON AVIATION Inc	Cessna 172F to 172S, Cessna F172F to 172P	*Metal*	**Cessna 175 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	175A	Metal	**Cessna 175 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	175B	Metal	**Cessna 175 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	175C	Metal	**Cessna 175 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	177	Metal	**Cessna 177 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	177A	Metal	**Cessna 177 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	177B	Metal	**Cessna 177 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	177RG	Metal	**Cessna 177 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	180	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180A	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180B	Metal	**Cessna 180 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	180C	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180D	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180E	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180F	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180G	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180H	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180J	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	180K	Metal	**Cessna 180 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	185	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	185A	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	185B	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	185C	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	185D	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	185E	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A185E	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A185F	Metal	**Cessna 185 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	188	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	188A	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	188B	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A188	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A188A	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A188B	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T188C	Metal	**Cessna 188 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	206	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P206	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P206A	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P206B	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P206C	Metal	**Cessna 206 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	P206D	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P206E	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TP206A	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TP206B	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TP206C	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TP206D	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TP206E	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206A	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206B	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206C	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206D	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206E	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206F	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	TU206G	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206A	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206B	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206C	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206D	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206E	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206F	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	U206G	Metal	**Cessna 206 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	206H	Metal	**Cessna 206 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	T206H	Metal	**Cessna 206 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	207	Metal	**Cessna 207 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	207A	Metal	**Cessna 207 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T207	Metal	**Cessna 207 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T207A	Metal	**Cessna 207 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	210	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210-5 (205)	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210-5A (205A)	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210A	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210B	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210C	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210D	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210E	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210F	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210G	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210H	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210J	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210K	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210L	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210M	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210N	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	210R	Metal	**Cessna 210 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	320	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310A	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310B	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310C	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310D	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310E	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310F	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310G	Metal	**Cessna 310/320 Series (Continental)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	310I	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310J	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310J-1	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310K	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310L	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310N	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310P	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310Q	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	310R	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320-1	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320A	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320B	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320C	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320D	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320E	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	320F	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	E310H	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	E310J	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	T310P	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	T310Q	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	T310R	Metal	**Cessna 310/320 Series (Continental)**			X
3	A	TEXTRON AVIATION Inc	321	Metal	**Cessna 321 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	335	Metal	**Cessna 335 (Continental)**			X
3	A	TEXTRON AVIATION Inc	336	Metal	**Cessna 336 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	340	Metal +	**Cessna 340 (Continental)**			X
3	A	TEXTRON AVIATION Inc	340A	Metal +	**Cessna 340 (Continental)**			X
3	A	TEXTRON AVIATION Inc	LC40-550FG	Composite	**Cessna C300/C350/C400 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	LC41-550FG	Composite	**Cessna C300/C350/C400 (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	LC42-550FG	Composite	**Cessna C300/C350/C400 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P210N	Metal + Pressurised	**Cessna P210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P210R	Metal + Pressurised	**Cessna P210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210F	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210G	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210H	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210J	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210K	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210L	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210M	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210N	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T210R	Metal	**Cessna T210 (Continental)**		X	
3	A	TEXTRON AVIATION Inc	T303	Metal	**Cessna T303 (Continental)**			X
3	A	TEXTRON AVIATION Inc	150	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150A	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150B	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150C	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150D	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150E	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	150G	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150H	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150J	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150K	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150L	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	150M	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A150K	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A150L	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	A150M	Metal	**Cessna/Reims-Cessna 150/F150 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	152	Metal	**Cessna/Reims-Cessna 152/F152 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	A152	Metal	**Cessna/Reims-Cessna 152/F152 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172A	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	172B	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172C	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172D	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172E	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172F	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172G	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172H	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	P172D	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	R172E	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	R172F	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	R172G	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	R172H	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	R172J	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	R172K	Metal	**Cessna/Reims-Cessna 172/F172 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	172I	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172K	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172L	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172M	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172N	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172P	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172Q	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172R	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172RG	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	172S	Metal	**Cessna/Reims-Cessna 172/F172 Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	182	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182A	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182B	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182C	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182D	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182E	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182F	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182G	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182H	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182J	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182K	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182L	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TEXTRON AVIATION Inc	182M	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182N	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182P	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182Q	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182R	Metal	**Cessna/Reims-Cessna 182/F182 Series (Continental)**		X	
3	A	TEXTRON AVIATION Inc	182S	Metal	**Cessna/Reims-Cessna 182/F182 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	182T	Metal	**Cessna/Reims-Cessna 182/F182 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	R182	Metal	**Cessna/Reims-Cessna 182/F182 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	T182T	Metal	**Cessna/Reims-Cessna 182/F182 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	T337H-SP	Metal	**Cessna/Reims-Cessna 337 Series (Continental) (not pressurised)**			X
3	A	TEXTRON AVIATION Inc	T182	Metal	**Cessna/Reims-Cessna T182 Series (Lycoming)**		X	
3	A	TEXTRON AVIATION Inc	TR182	Metal	**Cessna/Reims-Cessna T182 Series (Lycoming)**		X	
3	A	TOMARK, s.r.o.	Viper SD-4 RTC	Metal	**Tomark Viper SD-4 (Rotax)**	Restricted TC.	X	
3	A	TRUE FLIGHT Holdings	AA-1	Metal	**Grumman/American AA-1 Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TRUE FLIGHT Holdings	AA-1A	Metal	**Grumman/American AA-1 Series (Lycoming)**		X	
3	A	TRUE FLIGHT Holdings	AA-1B	Metal	**Grumman/American AA-1 Series (Lycoming)**		X	
3	A	TRUE FLIGHT Holdings	AA-1C	Metal	**Grumman/American AA-1 Series (Lycoming)**		X	
3	A	TRUE FLIGHT Holdings	AA-5	Metal	**Grumman/American AA-5 Series (Lycoming)**			
3	A	TRUE FLIGHT Holdings	AA-5A	Metal	**Grumman/American AA-5 Series (Lycoming)**			
3	A	TRUE FLIGHT Holdings	AA-5B	Metal	**Grumman/American AA-5 Series (Lycoming)**			
3	A	TRUE FLIGHT Holdings	AG-5B	Metal	**Grumman/American AA-5 Series (Lycoming)**			
3	A	TWIN COMMANDER AIRCRAFT Corporation	500A	Metal	**Twin Commander 500 Series (Continental)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	500	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	500B	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	500S	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	500U	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	520	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	560	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	560A	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	560E	Metal	**Twin Commander 500 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	685	Metal + Pressurised	**Twin Commander 600 Series (Continental)**			X

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	TWIN COMMANDER AIRCRAFT Corporation	560F	Metal	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	680	Metal	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	680E	Metal	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	680F	Metal	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	680FL	Metal	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	680FL(P)	Metal + Pressurised	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	720	Metal + Pressurised	**Twin Commander 600 Series (Lycoming)**			X
3	A	TWIN COMMANDER AIRCRAFT Corporation	700	Metal + Pressurised	**Twin Commander 700 Series (Lycoming)**			X
3	A	VULCANAIR	P.68 ‘Observer 2’	Metal	**Vulcanair P.68 Series (Lycoming)**			X
3	A	VULCANAIR	P.68 ‘Observer’	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.68 ‘Victor’	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.68B ‘Victor’	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.68C	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.68C-TC	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.68R ‘Victor’	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.68TC ‘Observer’	Metal	**Vulcanair P.68 Series (Lycoming)**		X	
3	A	VULCANAIR	P.64 ‘Oscar’	Metal	**Partenavia P.64 (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	VULCANAIR	P.64B 'Oscar 200'	Metal	**Partenavia P.64 (Lycoming)**		X	
3	A	VULCANAIR	P.64B 'Oscar B 1155'	Metal	**Partenavia P.64 (Lycoming)**		X	
3	A	VULCANAIR	P.64B 'Oscar B'	Metal	**Partenavia P.64 (Lycoming)**		X	
3	A	VULCANAIR	VULCANAIR V1.0	Metal	**Partenavia P.64 (Lycoming)**		X	
3	A	VULCANAIR	VULCANAIR V1.1	Metal	**Partenavia P.64 (Lycoming)**		X	
3	A	VULCANAIR	P.66B 'Oscar 100'	Metal	**Partenavia P.66 (Lycoming)**		X	
3	A	VULCANAIR	P.66B 'Oscar 150'	Metal	**Partenavia P.66 (Lycoming)**		X	
3	A	VULCANAIR	P.66C 'CHARLIE'	Metal	**Partenavia P.66 (Lycoming)**		X	
3	A	VULCANAIR	VULCANAIR V1.100L	Metal	**Partenavia P.66 (Lycoming)**		X	
3	A	VULCANAIR	VULCANAIR V1.150L	Metal	**Partenavia P.66 (Lycoming)**		X	
3	A	VULCANAIR	VULCANAIR V1.CL	Metal	**Partenavia P.66 (Lycoming)**		X	
3	A	WACO Aircraft Company	YMF F5	Wood + Metal tubing Fabric	**Waco YMF (Jacobs)**		X	
3	A	WACO Aircraft Company	YMF F5C	Wood + Metal tubing Fabric	**Waco YMF (Jacobs)**		X	
3	A	WACO Aircraft Company	2T-1A-1	Wood + Metal tubing Fabric	**Waco 2T Series (Lycoming)**		X	
3	A	WACO Aircraft Company	2T-1A-2	Wood + Metal tubing Fabric	**Waco 2T Series (Lycoming)**		X	
3	A	WASSMER(Aircraft with SAS)	CE 43	Metal	**CERVA CE43 (Lycoming)**		X	
3	A	WASSMER(Aircraft with SAS)	CE 44	Metal	**CERVA CE44 (Continental)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	WASSMER(Aircraft with SAS)	WA 4/21	Wood + Metal tubing Fabric	**WA4/21 Series (Lycoming)**		X	
3	A	WASSMER(Aircraft with SAS)	WA 40 A	Wood + Metal tubing Fabric	**WA40 Series (Lycoming)**		X	
3	A	WASSMER(Aircraft with SAS)	WA 41 'Baladou'	Wood + Metal tubing Fabric	**WA41 (Lycoming)**		X	
3	A	XtremeAir GmbH	XA41	Composite	**XtremeAir XA42 (Lycoming)**		X	
3	A	XtremeAir GmbH	XA42	Composite	**XtremeAir XA42 (Lycoming)**		X	
3	A	YAKOVLEV(Aircraft with SAS)	YAK-18T	Metal	**Yakovlev YAK-18T (Vedeneyev)**		X	
3	A	ZAKŁADY LOTNICZE	EM-11C ORKA	Composite	**EM-11 (Lycoming)**		X	
3	A	ZENAIR LTD	CH 2000	Metal	**Zenair CH2000 (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 L	Metal	**Zlin Z-143 L (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 143 Lsi	Metal	**Zlin Z-143 L (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 242 L	Metal	**Zlin Z-242 L (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 126 T	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 A	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 B	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 M	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 MS	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 226 T	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 A	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 326 M	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 A	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 AFS-V	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 F	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 M	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 726 K	Metal	**Zlin Z-26 Series (Walter Minor/AVIA)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142	Metal	**Zlin Z-42 Series (LOM)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 142 C	Metal	**Zlin Z-42 Series (LOM)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 M	Metal	**Zlin Z-42 Series (LOM)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 42 MU	Metal	**Zlin Z-42 Series (LOM)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 43	Metal	**Zlin Z-43 Series (LOM)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 M	Metal	**Zlin Z-50 Series (LOM)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 L	Metal	**Zlin Z-50L Series (Lycoming)**		X	

GROUP 3: PISTON-ENGINE AEROPLANES (Other than those in Group 1)								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LA	Metal	**Zlin Z-50L Series (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LS	Metal	**Zlin Z-50L Series (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 50 LX	Metal	**Zlin Z-50L Series (Lycoming)**		X	
3	A	ZLIN AIRCRAFT (MORAVAN AVIATION)	Z 526 L	Metal	**Zlin Z-526 L (Lycoming)**		X	

STCs in AEROPLANES GROUP 3

STCs in AEROPLANES GROUP 3								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
							≤ 2T	**> 2T**
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150A	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150B	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150C	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150D	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150E	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150F	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150G	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150H	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150J	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150K	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150L	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	150M	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	

STCs in AEROPLANES GROUP 3								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
							≤ 2T	**> 2T**
3	A	BARBARA AND ROBERT WILLIAMS (STC)	A150K	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	BARBARA AND ROBERT WILLIAMS (STC)	A150L	Metal	Cessna 150 Series (Lycoming)	STC n. 10015952	X	
3	A	CEAPR (STC)	DR 400/120 D	Wood	Robin DR 400 (CEAPR)	STC n. 10014219.	X	
3	A	CEAPR (STC)	DR 400/140 B	Wood	Robin DR 400 (CEAPR)	STC n. 10014219.	X	
3	A	CEAPR (STC)	DR 400/180 R	Wood	Robin DR 400 (CEAPR)	STC n. 10014219.	X	
3	A	CEAPR (STC)	DR 400/200 R	Wood	Robin DR 400 (CEAPR)	STC n. 10014219.	X	
3	A	CEAPR (STC)	DR 400/RP	Wood	Robin DR 400 (CEAPR)	STC n. 10014219.	X	
3	A	HOFFMANN GmbH & Co. KG (STC)	150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	HOFFMANN GmbH & Co. KG (STC)	A150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	HOFFMANN GmbH & Co. KG (STC)	F150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	HOFFMANN GmbH & Co. KG (STC)	FA150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	LTB SAMMET GmbH (STC)	150D	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150E	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	

STCs in AEROPLANES GROUP 3								
Group No	**A=aeroplane H=helicopters**	**TC/STC holder**	**Model**	**Commercial Designation *or* *Type of structure (for Group 3)***	**IS-66 Type rating endorsement**	**NOTE**	**MTOM**	
							≤ 2T	**> 2T**
3	A	LTB SAMMET GmbH (STC)	150F	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150G	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150H	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150J	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150K	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150L	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	150M	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	A150L	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	F150G	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	F150H	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	F150J	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	F150K	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	F150L	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	

STCs in AEROPLANES GROUP 3								
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							≤ 2T	**> 2T**
3	A	LTB SAMMET GmbH (STC)	F150M	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	LTB SAMMET GmbH (STC)	FA150K	Metal	Cessna 150 (Rotax)	STC n. 10015134	X	
3	A	PORSCHE AG (STC)	182Q	Metal	Cessna 182Q/F182Q (Porsche)		X	
3	A	PORSCHE AG (STC)	F182Q	Metal	Cessna 182Q/F182Q (Porsche)		X	
3	A	SMA ENGINES INC. (STC)	182Q	Metal	Cessna 182Q/182R (SMA)	STC n. 10016495	X	
3	A	SMA ENGINES INC. (STC)	182R	Metal	Cessna 182Q/182R (SMA)	STC n. 10016495	X	
3	A	SPERL TECHNIK & ENTWICKLUNGEN (STC)	150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	SPERL TECHNIK & ENTWICKLUNGEN (STC)	A150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	SPERL TECHNIK & ENTWICKLUNGEN (STC)	F150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	SPERL TECHNIK & ENTWICKLUNGEN (STC)	FA150	Metal	Cessna 150/A150/F150/FA150 (Rotax)		X	
3	A	TECHNIFY MOTORS GmbH (STC)	172F	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172G	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172H	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172I	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	

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							≤ 2T	**> 2T**
3	A	TECHNIFY MOTORS GmbH (STC)	172K	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172L	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172M	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172N	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172P	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172R	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	172S	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172F	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172G	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172H	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172K	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172L	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172M	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	

STCs in AEROPLANES GROUP 3								
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							≤ 2T	**> 2T**
3	A	TECHNIFY MOTORS GmbH (STC)	F172N	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	F172P	Metal	Cessna 172/F172 (Technify)	STC n. 10014287	X	
3	A	TECHNIFY MOTORS GmbH (STC)	T206H	Metal	Cessna 206 (Technify)	STC n. 10014500	X	
3	A	TECHNIFY MOTORS GmbH (STC)	TU206F	Metal	Cessna 206 (Technify)	STC n. 10014500	X	
3	A	TECHNIFY MOTORS GmbH (STC)	TU206G	Metal	Cessna 206 (Technify)	STC n. 10014500	X	
3	A	TECHNIFY MOTORS GmbH (STC)	U206F	Metal	Cessna 206 (Technify)	STC n. 10014500	X	
3	A	TECHNIFY MOTORS GmbH (STC)	U206G	Metal	Cessna 206 (Technify)	STC n. 10014500	X	
3	A	TECHNIFY MOTORS GmbH (STC)	U206H	Metal	Cessna 206 (Technify)	STC n. 10014500	X	
3	A	TECHNIFY MOTORS GmbH (STC)	SR22	Composite	Cirrus SR22 (Technify)		X	
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-140	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	STC n. 10014364	X	
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-150	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	STC n. 10014364	X	
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-151	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	STC n. 10014364	X	
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-160	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	STC n. 10014364	X	

STCs in AEROPLANES GROUP 3								
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							≤ 2T	**> 2T**
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-161	Metal	Piper PA-28-140/150/151/160/161/180/181(Technify)	STC n. 10014364	X	
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-180	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	STC n. 10014364	X	
3	A	TECHNIFY MOTORS GmbH (STC)	PA-28-181	Metal	Piper PA-28-140/150/151/160/161/180/181 (Technify)	STC n. 10014364	X	

Appendix II

Aircraft Type Practical Experience and On-the-Job Training

List of Tasks

Time limits/Maintenance checks

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

Dimensions/Areas

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

Lifting and Shoring

Assist in :

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

Levelling/Weighing

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

Towing and Taxiing

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

Parking and mooring

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

Placards and Markings

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

Servicing

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

Vibration and Noise Analysis

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

Air Conditioning

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

Auto flight

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

Communications

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

Electrical Power

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

Perform functional check of emergency generation system.

Equipment/Furnishings

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

Fire protection

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

Flight Controls

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

Adjust control cable tension.
Check control range and direction of movement.
Check for correct assembly and locking.
Troubleshoot faulty system.
Functional test of primary flight controls.
Functional test of flap system.
Operational test of the side stick assembly.
Operational test of the THS.
THS system wear check.

Fuel

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

Hydraulics

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

Ice and rain protection

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

Indicating/recording systems

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

Landing Gear

Build up wheel. Replace
main wheel. Replace nose
wheel. Replace steering
actuator. Replace truck tilt
actuator.
Replace gear retraction actuator.
Replace uplock/downlock
assembly. Replace shimmy damper.
Rig nose wheel steering.
Functional test of the nose wheel steering system.
Replace shock strut seals.
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. 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 tappet clearance.
Check compression.
Extract broken stud.
Install helicoil.
Perform ground run.
Establish/check reference RPM. Troubleshoot.

Turbine Engines

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

Fuel and control, piston

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

Fuel and control, turbine

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

Ignition systems, piston

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

Ignition systems, turbine

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

Engine Controls

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

Engine Indicating

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

Exhaust, piston

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

Exhaust, turbine

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

Oil

Change oil.
Check filter(s).
Adjust pressure relief valve.
Replace oil tank.
Replace oil pump.
Replace oil cooler.
Replace firewall shut off valve.
Perform oil dilution test.
Troubleshoot faulty system.

Starting

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

Turbines, piston engines

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

Engine water injection

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

Accessory gear boxes

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

APU

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

Appendix III

Evaluation of the competence: Assessment and Assessors

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

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

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

- Knowledge;
- Skills;
- Attitude;

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

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

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

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

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

- Environment awareness (act safely, apply safety precautions and prevent dangerous situations);
- Systems integration (demonstrate understanding of aircraft systems interaction – identify, describe, explain, plan, execute);
- Knowledge and understanding of areas requiring special emphasis or novelty (areas peculiar to the aircraft type, domains not covered by IS 66 Appendix I, practical training elements that cannot be imparted through simulation devices, etc.);
- Using reports and indications (the ability to read and interpret);

- Aircraft documentation finding and handling (identify the appropriate aircraft documentation, navigate, execute and obey the prescribed maintenance procedures);
- Perform maintenance actions (demonstrate safe handling of aircraft, engines, components and tools);
- Aircraft final/close-up and report (apply close up, initiate appropriate actions/follow-up/records of testing, establish and sign maintenance records/logbooks).

2) How to assess

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

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

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

- What are the success factors for the job?
- What are typical characteristics of a correct 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 (re-orientate the course on areas where there is a need to reinforce) or summative (partial or final evaluation);
- performed task-by-task, as a group of tasks or as a final assessment;

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

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

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

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

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

3) Who should assess

In order to qualify, the assessor should:

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

The roles may be combined for:

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

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

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

PART II

General Provisions and the Requirements to render valid an Aircraft Maintenance Licence and Ratings

(Foreign Licence Validation Certificate for AML)

5.1 Method of rendering a foreign licence and ratings valid.

DGCA Sri Lanka shall render valid a Foreign Aircraft Maintenance Licence and ratings issued by another foreign state by -

a. Issuing a suitable authorization which is referred to as foreign licence validation certificate (FLVC) to be carried with the relevant foreign licence and ratings.

b. Specifying the acceptable privileges of the foreign licence & ratings on the FLVC.

c. Granting validity not beyond the validity of the foreign licence

d. Specifying the condition that the FLVC ceases to be valid if the licence upon which it was issued is suspended or cancelled**.**

5.2 Validation of Foreign Licenses

DGCA shall issue a foreign Licence Validation Certificate on the strength of a foreign Aircraft Maintenance Licence if necessary.

Note: foreign Aircraft Maintenance Licence not be converted to a Srilankan Aircraft Maintenance Licence

5.3 Issue of a Foreign Validation Certificate (FLVC)

A foreign license validation certificate shall be issued to an applicant who provides the following and when the DGCA Sri Lanka is satisfied that the conditions have been fulfilled:

(i) A foreign license valid under the laws of a Contracting State and valid for the privileges requested.

(ii) The foreign licence shall have been issued in compliance with the minimum Standards specified in ICAO Annex 1.

(iii) Issuing Authority of the foreign licence shall have verified and confirmed the details and the validity of the foreign licence.

(ii) Confirmation from the Airline/Operator which employs the licence holder specifying the purpose for which the foreign license is to be validated.

(iv) An application from the licence holder on CAASL Form No CAA/PL/I/27 and supporting documents as per paragraph 5.9.

(v) Required fee for issue of a FLVC has been paid and Fees Fees in respect of all chargeable activities shall be in terms of the Gazette Extraordinary of the Government of Sri Lanka, Number 1025/6 dated 28.4.1998 as amended from time to time and fees introduced for additional activities in future. A current fee table is available for reference at the PEL section

5.4 Conditions for the issue of a Foreign License Validation Certificate

a. The DGCA is satisfied that the foreign license meets or exceeds the standards for the issue of a similar license of the Civil Aviation Authority of Sri Lanka.

b. The foreign license should be appropriately endorsed and currently valid.

c. The applicant should satisfactorily complete an examination on Aviation Legislation conducted by the DGCA.

d. Foreign License Validation Certificate will be issued only when the assignment is of a temporary nature.

e. The Foreign License Validation Certificate will be issued on receipt of confirmation from the issuing Authority about the validity of the license.

Note : The onus of providing any information required by the DGCA for such validation lies with the applicant.

5.5 Validity Period

The Foreign License Validation Certificate shall be issued for a period of six months from the date of issue but not beyond the period of validity of the foreign licence.

It shall clearly indicate that its validity will be dependent on the validity of the Foreign License. A shorter period may be granted.

5.6 Conditions to exercise the privileges

The privileges of the FLVC shall be as specified in the Certificate.
In the course of the validity period of the FLVC, the privileges so granted shall not be exercised unless the;

a. holder maintains the validity of the foreign licence by satisfying the requirements of the foreign Licensing Authority: and

b. holder satisfies the recurrent and/or additional training and checking requirements of the Operator as approved by the DGCA Sri Lanka,

c. holder meets the applicable recent experience requirements as set out by the DGCA Sri Lanka

d. Foreign licence is not suspended or cancelled.

5.7 Conditions of Validity of a Foreign Licence Validation Certificate

a. A FLVC shall become invalid no sooner the holder terminates employment contract with the Operator on whose behalf the FLVC had been issued.

b. The holder shall exercise the privileges granted, strictly in compliance with the Air navigation Regulations, as amended from time to time and Requirements and Procedures published by the DGCA.

c. An applicant who has previously been denied of a FLVC by the DGCA or whose FLVC has been suspended/cancelled for violating the Air Navigation Regulations of Sri Lanka, shall be disqualified for any future licensing privileges

d. Temporary foreign licences shall not be considered for validation action.

e. When exercising the privileges of a FLVC, the holder shall, at all times, be in possession of the foreign licence, issued by the foreign Licensing Authority and the FLVC issued by the DGCA Sri Lanka in addition to any other document he/she is required to carry in terms of the Air Navigation Regulations of Sri Lanka.

f. In respect of a foreign licence, which does not carry a photograph of the holder, an applicant for a FLVC shall produce proof of his/her identity by means of valid personnel identification document, which carry the photograph such as a passport issued by a competent authority.

5.8 Verifications of foreign licence and ratings

DGCA shall confirm the validity of the foreign licence & ratings submitted by the applicant from the CAA of the foreign State concerned before issuing the FLVC.

5.9 Supportive Documents

The following supportive documents shall be submitted with the application.

a. Foreign licence currently valid for the privileges sought under the laws of the state issued the licence and a photocopy

b. Initial training records/certificates of types of a/c for which the application relates to and photocopies

c. Proof of Experience and photocopies

d. Letters from previous employers and photocopies

e. Applicable Personnel Licensing Regulations and Standards of the State which issued the Foreign Licence and photocopies if requested

f. Copy of the passport/s

g. Certified English language translations of above documents if the originals are not in the English language

h. A request letter from the airline which employs the licence holder specifying the purpose for which the foreign license is to be validated

i. Any other document as specified by the DGCA.

5.10 Suspension, Cancellation & Amendment of a Foreign Licence Validation Certificate

The DGCA may suspend, cancel or amend a FLVC in terms of the provisions of the Civil Aviation Act No 14 of 2010 if the need for such action arises.