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Transport Malta

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Part-66 Aircraft Maintenance Licence General Information and Guidance

1. INTRODUCTION

This IAN offers general information and guidance only on Annex IV to Regulation (EU) No 1321/2014 and Part-66 Aircraft Maintenance Licenses issued by Transport Malta Civil Aviation Directorate However, in all cases reference must always be made to the subject implementation rules and regulation documentation, together with the associated Acceptable Means of Compliance (AMC) and Guidance Material (GM).

Regulation (EU) No 2023/989 introduces important changes and new requirements to Annex III and Annex IV of Regulation No 1321/2014. This has an impact on the Part-66 Basic Module Examinations, the Part-66 Basic Module Syllabus, Group 2 and 3 aircraft type 'evaluation' and endorsement, OJT, qualification requirements for 'Mentors' and 'Assessors', and delivery of basic and type training.

This regulation enters into force on 12th June 2024.

Annex II to ED Decision 2023/019/R (AMC and GM to Part-66 – Issue 2, Amendment 8) also introduces new AMC/GM to support the new requirements introduced by Regulation (EU) No 2023/989.

Some of the salient points of the amendments include the following:

- In Part-66 Appendix I, there have been significant amendments to the Part-66 Basic Module Syllabus, including structural changes, changes in chapters & subchapters (deletion, addition, update & transfer), changes in knowledge levels & category applicability, etc. Also, it is important to note that the descriptive content of the basic knowledge modules has been moved to AMC level, whilst major elements of the syllabus (titles of paragraphs, subparagraphs, and knowledge levels) have been retained in the regulation.

- In Part-66 Appendix II, in terms of Part-66 Basic Module Examinations, essay questions have been limited to Module 7 only (the other essay questions have been removed from Modules 9 and 10). The number of multiple-choice questions (and consequently the time allowed) has also been updated for certain modules and/or categories.

- In Part-66 Appendix III point 3, there have been some changes to the type training syllabus, e.g. addition of new ATA chapter 47 'Nitrogen generation system'.

- In Part-66 Appendix III point 5, the standard for type evaluation for Group 2 and Group 3 aircraft has been amended. It is important to note that the term 'type examination' has been substituted by 'type evaluation' to avoid confusion with the type training examination.

- In Part-66 Appendix III point 6, there have been significant amendments to the OJT standard, which has been restructured as follows: 6.1 General – 6.2 OJT Content and OJT logbook – 6.3

- Final assessment of the applicant – 6.4 Requirements for mentors and assessors (specified roles and qualifications) – 6.5 OJT documentation and records).

- In Part-66 Appendix IV, the table for the required experience has been expanded to include L licences, and a new table for the required basic knowledge modules or part modules has been introduced.

- In Part-66 Appendix VII, there have been amendments to the table for the basic knowledge modules applicable to L subcategories, to the syllabi content, and the applicability of the modules. Also, it is important to note that the descriptive content of the basic knowledge modules has been moved to AMC level, whilst major elements of the syllabus (titles of paragraphs, subparagraphs, and knowledge levels) have been retained in the regulation.

- In Part-66 Appendix VIII, condition for attempts to exams has been clarified, and the number of multiple-choice questions (and consequently the time allowed) has been updated for certain modules.

- Part-66 Appendix IX has been added, in order to establish the requirements for the assessment and approval by a competent authority of any course that includes multimedia-based training (MBT).

- In Part-147, there have been amendments to adapt for the possibility of virtual training environments and distance learning, introduction of a new point in order to require the examination to be carried out in a controlled environment (definition provided) by the Part-147 organisation and to be described in the MTOE, etc.

- In Part-147 Appendix III, EASA Forms 148/149 have been split into 148a/149a, applicable to Part-147 organisations, and 148b/149b, applicable to authorities.

2. THE PART-66 AIRCRAFT MAINTENANCE LICENCE

Categories

An applicant who meets the appropriate requirements may be granted a Part-66 AML and then subsequently a Part-145 AMO authorisation as a certifying staff member, in one or more of the following (sub) categories (as defined by the Guidance Material GM 66.A.20(a) designators):

Category A	**Category B2L**
Category B1	***Category B3***
Category B2	**Category L**
Category C	

Sub-Categories and type ratings endorsements as shown in Table 1 below shall be considered to be included when applied for.

A Part-66 AML endorsed with Type Rating's is one of the pre-requisite for eligibility of an approved maintenance organization certifying authorization.

In fact the granting of these licence categories and type ratings endorsements on the Part-66 licence, do not currently automatically constitute eligibility to be authorised to issue certificates of release to service in a maintenance organisation, or to certify any work that is carried out, except for independent certifying staff certifying in accordance with Part-M Subpart H. This authorisation functions lies within the approved maintenance organisation, which can only issue such a privilege upon being completely satisfied that procedures training, recency of maintenance and type experience requirement, plus any other assessments are completed and fully complied with.

Privileges

The A Category Staff authorisation permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification **performed by him/herself** within the limits of the Part-145 authorisation held. These tasks shall be limited to those listed within AMC 145.A.30 (g) Personnel Requirements. Other tasks that may need to be included, must be approved by TM CAD.

No task which requires troubleshooting should be part of the authorized maintenance actions.

The B1 Certifying Staff authorisation permits holder to:

- Issue certificates of release to service, following maintenance on aircraft structure, powerplants and mechanical and electrical systems, work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

- Act as B1 support staff.

The B2 Certifying Staff authorisation permits the holder to:

- Issue certificates of release to service following:

  maintenance on avionic and electrical and avionic tasks within powerplant and mechanical systems.

  minor scheduled line maintenance and simple defect rectification personally performed within the limits of the Part-145 authorisation held.

- Act as B2 support staff.

NOTE:-
Regulation (EU) 1321/2014 Part 66.A.20 (a)3 defines the privileges of the Category B2 personnel which include minor scheduled line maintenance and simple defect rectification personally performed within the limits of the Part-145 authorisation held.
Part-145 authorisations shall be issued in accordance with Part-145.A.35 (o)

The B3 Certifying Staff authorisation permits holder to:

- Issue certificates of release to service, following maintenance on aircraft structure, powerplants and mechanical and electrical systems, work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.
- Act as B3 support staff.

Although the B3 licence does not include any A subcategory, it 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.

The C Certifying Staff authorisation permits the holder to issue certificates of release to service following base maintenance. The authorisation is valid for the aircraft in its entirety.

A Category C aircraft maintenance licence issued with respect to complex motor-powered aircraft includes the privileges of category C aircraft maintenance licence also with respect to other than complex motor-powered aircraft.

Regulation (EU) No 2015/1536 introduced the concept of complex motor-powered aircraft, defined as follows:

(i) an aeroplane:
— with a maximum certificated take-off mass exceeding 5 700 kg, or
— certificated for a maximum passenger seating configuration of more than nineteen, or
— certificated for operation with a minimum crew of at least two pilots, or
— equipped with (a) turbojet engine(s) or more than one turboprop engine, or

(ii) a helicopter certificated:
— for a maximum take-off mass exceeding 3 175 kg, or
— for a maximum passenger seating configuration of more than nine, or
— for operation with a minimum crew of at least two pilots, or

(iii) a tilt rotor aircraft;

Aircraft not within the above criteria are termed as ‘other than complex motor-powered aircraft’.

Regulation (EU) No 2018/1142 introduced new licence categories for avionic and electrical systems of aircraft other than those in the group of complex aircraft to reflect the knowledge level and complexity of the aircraft. New sub-headings are also introduced in the Part-66 Basic Module examination syllabus.

Table 1: 66.A.5 Aircraft Groups

The Table below illustrates the applicable Categories and sub-categories for the different group and sub-groups of aircraft.

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

NOTE:-

GM 66.A.20(a) includes definitions of **Electrical System**, **Avionics System**, **Simple Test, Troubleshooting, Line and Base Maintenance.**

Table 2: Table of Licence Categories

LICENCE CATEGORY	SUB-CATEGORY
A	A1 Aeroplane Turbine
	A2 Aeroplane Piston
	A3 Helicopter Turbine
	A4 Helicopter Piston
B1	B1.1 Aeroplane Turbine
	B1.2 Aeroplane Piston
	B1.3 Helicopter Turbine
	B1.4 Helicopter Piston
B2	Avionic
B2L	Avionic
B3	Category B3 is applicable to piston-engine non-pressurized aeroplanes of 2000 Kg MTOM and below.
L	L1C: composite sailplanes L1: sailplanes L2C: composite powered sailplanes and composite ELA1 aeroplanes L2: powered sailplanes and ELA1 aeroplanes L3H: hot air balloons L3G: gas bballoons L4H: hot-air airships L4G: ELA2 gas airships L5: gas airships other than ELA2
C	Complex Motor-Powered Aircraft Other Than-CMPA

Basic Knowledge Requirements

Table 3: Part-66 Subject Modules

1.	Mathematics
2.	Physics
3.	Electrical Fundamentals
4.	Electronics Fundamentals
5.	Digital Tech/Electronic Instrument Systems
6.	Materials and Hardware
7.	Maintenance Practices
8.	Basic Aerodynamics
9.	Human Factors
10.	Aviation Legislation
11	Aeroplane Aerodynamics, Structures and Systems
12.	Helicopter Aerodynamics, Structures and System
13.	Aircraft Aerodynamics, Structures and System
14	Propulsion
15	Gas Turbine Engines
16.	Piston Engine
17.	Propeller

Basic knowledge Requirements and details concerning the syllabus, knowledge levels for the Part-66 Modules of the B1, B2 and B3 categories can be found in **Part-66 Appendix I and II**. The descriptive content of the basic knowledge modules can be found in **AMC1 to Appendix I**.

Table 3 lists Titles (subject) of the Basic Modules found in **Part-66 Appendix I**.

Table 4 illustrates the Part-66 Basic Modules requirements for A,B1,B3,B2,B2L and C Category**.**

Basic Knowledge requirements for category L AML are found in **Part-66Appendix VII**. The descriptive content of the basic knowledge modules can be found in **AMC1 Appendix VII**.

Basic examination standard for category L aircraft maintenance licence is found in **Part-66 Appendix VIII.** Note: **AMC1 to Appendix VIII** includes the number of questions recommended for each submodule (justified deviations are acceptable, provided that the sum of the questions for the submodules equals the total number for a given module).

Table 6 Illustrates Knowledge requirements for Category L.

Table 4: Part-66 AML Modularisation of Subjects Against Category

Subject module	B1.1 A1	B1.2 A2	B1.3 A3	B1.4 A4	B3	B2	B2L	C
	Turbine engine	Piston engine	Turbine engine	Piston engine	Piston-engine non-pressurized aeroplanes MTOM ≤ 2 t			
1. MATHEMATICS	X	X	X	X	X	X	X	X
2. PHYSICS	X	X	X	X	X	X	X	X
3. ELECTRICAL FUNDAMENTALS	X	X	X	X	X	X	X	X
4. ELECTRONICS FUNDAMENTALS	X (n/a for A1)	X (n/a for A2)	X (n/a for A3)	X (n/a for A4)	X	X	X	X
5. DIGITAL TECHNIQUES/ELECTRONIC INSTRUMENT SYSTEMS	X	X	X	X	X	X	X	X
6. MATERIALS AND HARDWARE	X	X	X	X	X	X	X	X
7. MAINTENANCE PRACTICES	X	X	X	X	X	X	X	X
8. BASIC AERODYNAMICS	X	X	X	X	X	X	X	X
9. HUMAN FACTORS	X	X	X	X	X	X	X	X
10. AVIATION LEGISLATION	X	X	X	X	X	X	X	X
11. AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	X	X	n/a	n/a	X	n/a	n/a	11, 15 & 17 as B1.1 or 11, 16 & 17 as B1.2 or 12 & 15 as B1.3 or 12 & 16 as B1.4 or 13 & 14 as B2
12. HELICOPTER AERODYNAMICS, STRUCTURES AND SYSTEMS	n/a	n/a	X	X	n/a	n/a	n/a	
13. AIRCRAFT AERODYNAMICS, STRUCTURES AND SYSTEMS	n/a	n/a	n/a	n/a	n/a	X	X	
14. PROPULSION	n/a	n/a	n/a	n/a	n/a	X	X	
15. GAS TURBINE ENGINES	X	n/a	X	n/a	n/a	n/a	n/a	
16. PISTON ENGINE	n/a	X	n/a	X	X	n/a	n/a	
17. PROPELLER	X	X	n/a	n/a	X	n/a	n/a	

*** - Module 4 is not required for Category A staff.**

Table 6

	Licence subcategories								
	Composite sailplanes	Sailplanes	Composite powered sailplanes and composite ELA1 aeroplanes	Powered sailplanes and ELA1 aeroplanes	Hot-air balloons	Gas balloons	Hot-air airships	ELA2 gas airships	Gas airships above ELA2
Subject modules	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G	L5
1L 'Basic knowledge'	X	X	X	X	X	X	X	X	n/a
2L 'Human factors'	X	X	X	X	X	X	X	X	n/a
3L 'Aviation legislation'	X	X	X	X	X	X	X	X	n/a
4L 'Wooden and/or metal-tube structure covered with fabric'	n/a	X	n/a	X	n/a	n/a	n/a	n/a	n/a
5L 'Composite structure'	X	X	X	X	n/a	n/a	n/a	n/a	n/a
6L 'Metallic structure'	n/a	X	n/a	X	n/a	n/a	n/a	n/a	n/a
7L 'Airframe – general, mechanical and electrical systems'	X	X	X	X	n/a	n/a	n/a	n/a	n/a
8L 'Power plant'	n/a	n/a	X	X	n/a	n/a	X	X	X (*)
9L 'Balloons – hot-air balloons'	n/a	n/a	n/a	n/a	X	n/a	X	n/a	n/a
10L 'Balloons – gas (free/tethered) balloons'	n/a	n/a	n/a	n/a	n/a	X	n/a	X	X
11L 'Airships – hot-air/gas AIRSHIPS'	n/a	n/a	n/a	n/a	n/a	n/a	X	X	X
12L 'Radio Com/ELT/Transponder/ Instruments'	X	X	X	X	n/a	n/a	X	X	X

(*) Only applicable propulsion subjects of Module 8L are required; these depend on the B1 subcategory the applicant comes from.

Appendix IV to Part-66 includes the basic knowledge modules or partial modules required for extending an AML under Annex III (Part-66).

Table B

To / From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B2L	B3	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G	L5
A1	None	16.	12.	12, 16.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 2, 8, 9.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 9.
A2	11, 15.	None	12, 15.	12.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 2, 8, 9.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 9.
A3	11, 17.	11, 16, 17.	None	16.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 2, 8, 9.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 9.
A4	11, 15, 17.	11, 17.	15.	None	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 2, 8, 9.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 2L.	All except 9.
B1.1	None	None	12.	None	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	All except 9.	16.	12L.	12L.	8L*, 12L.	8L**, 12L.	9L.	10L.	9L,11L.	10L, 11L.	8L**, 10L,11,-12L
B1.2	11,15.	None	12, 15.	12.	11, 15.	None	12, 15.	12.	4, 5,13,1-4	4, 5,13Q, 14SQ	None	12L.	12L.	8L*, 12L.	8L*, 12L.	9L.	10L.	9L,11L.	10L, 11L.	8L*, 10L,11,-12L
B1.3	11, 17.	11, 16, 17.	None	16.	11, 17.	11, 16, 17.	None	16.	4, 5,13,1-4	4, 5, 13SQ, 14SQ	11, 16, 17.	7L,12L.	7L,12L.	7L,8-L*,12-L.	7L,8-L*,12L.	9L.	10L.	9L,11L.	10L, 11L.	8L**, 10L,11,-12L
B1.4	11, 15, 17.	11, 17.	15.	None	11, 15, 17.	11, 17.	15.	None	4, 5,13,1-4	4, 5, 13SQ, 14SQ	11, 17.	7L,12L.	7L,12L.	7L,8-L*,12L.	7L,8-L*,12L.	9L.	10L.	9L,11L.	10L, 11L.	8L*, 10L,11,-12L
B2	6,7, 11,15, 17.	6,7, 11,16, 17.	6,7, 12,15.	6,7, 12,16.	6,7, 11,15, 17.	6,7,11, 16,17.	6,7,12, 15.	6,7,12, 16.	None	None	6,7,11, 16,17.	5L, 7L.	4L, 5L, 6L,7L.	5L,7L, 8L.	4L, 5L, 6L,7L, 8L.	9L.	10L.	9L, 11L.	10L, 11L.	6,7,11or 12,15 or 16,17, 8L,10L
B2L	6,7, 11,15, 17.	6,7, 11,16, 17.	6,7, 12,15.	6,7, 12,16.	6,7, 11,15, 17.	6,7,11, 16,17.	6,7,12, 15.	6,7,12, 16.	13SQ, 14SQ.	None	6,7,11, 16,17.	5L, 7L, 12LSQ.	4L, 5L, 6L, 7L, 12LSQ.	5L, 7L, 8L, 12LSQ.	4L, 5L, 6L, 7L, 8L, 12LSQ.	9L.	10L.	9L, 11L.	10L, 11L.	6,7,11or 12,15 or 16,17, 8L,10L

To From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B2L	B3	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G	L5
B3	11,15.	11	12,15.	12.	2,3,5,-8, 11,15.	2,3,5,8, 11.	2,3,5, 8, 12,15.	2,3,5,8, 12.	2,3,4, 5, 8, 13, 14.	2,3,4, 5, 8, 13SQ.	None	12L.	12L.	8L*, 12L.	8L*, 12L.	9L.	10L.	9L, 11L.	10L, 11L.	2,3,5,8, 11 or 12, 8L*, 10L, 11L, 12L.

To From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B2L	B3	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G
L1C	All	All	All	All	All	All	All	All	All	All	All	None	4L, 6L.	8L.	4L, 6L, 8L.	9L.	10L.	8L,9L, 11L.	8L, 10L, 11L.
L1	All	All	All	All	All	All	All	All	All	All	All	None	None	8L.	8L.	9L.	10L.	8L,9L, 11L.	8L,10L, 11L.
L2C	All	All	All	All	All	All	All	All	All	All	All	None	4L,6L.	None	4L, 6L.	9L.	10L.	9L,11L.	10L, 11L.
L2	All	All	All	All	All	All	All	All	All	All	All	None	None	None	None	9L.	10L.	9L,11L.	10L, 11L.
L3H	All	All	All	All	All	All	All	All	All	All	All	5L,7L.	4L,5L, 6L,7L.	5L,7L, 8L.	4L,5L, 6L,7L, 8L.	None	10L.	8L,11L.	8L,10L, 11L.
L3G	All	All	All	All	All	All	All	All	All	All	All	5L,7L.	4L,5L, 6L,7L.	5L,7L, 8L.	4L,5L, 6L,7L, 8L.	9L.	None	8L,9L, 11L.	8L,11L.
L4H	All	All	All	All	All	All	All	All	All	All	All	5L,7L.	4L,5L, 6L,7L.	5L,7L.	4L,5L, 6L,7L.	None	10L.	None	10L.
L4G	All	All	All	All	All	All	All	All	All	All	All	5L,7L.	4L,5L, 6L,7L.	5L,7L.	4L,5L, 6L,7L.	9L.	None	9L.	None

SQ = it depends on system qualification

*: excluding the subjects related to piston engines

**: excluding the subjects related to turbine engines;'.

Part-66 Basic Examination standards

Basic examination Requirements and details concerning the syllabus, knowledge levels, examination duration and format of the Part-66 Modules for the B1, B2 and B3 categories can be found in Part-66 Appendix I and II. Part-66 Appendix II also contains information on partial exams and questions used as part of the MBT learning programme. Note: The descriptive content of the basic knowledge modules can be found in AMC1 to Appendix I. AMC1 to Appendix II includes the acceptable number of questions for the submodules (justified deviations are acceptable, provided the sum of the questions complies with the total number of questions for a given module).

Basic examination standard for category L aircraft maintenance licence is found in Appendix VIII to Part-66. Note: AMC1 to Appendix VIII includes the number of questions recommended for each submodule (justified deviations are acceptable, provided that the sum of the questions for the submodules equals the total number for a given module).

Examinations shall be conducted by an appropriately approved Part-147 training organization or by TM CAD.

TM CAD also accepts examinations qualifications from other EASA Member States NAA's.

The basic knowledge examinations shall be passed within 10 years prior to the application for an aircraft maintenance licence.

In accordance with Commission Regulation (EU) No 1321/2014, Article 8.3, basic knowledge examinations and basic experience completed before regulation (EC) 2042/2003 applied, the origin of time shall be the date by which regulation (EC) 2042/2003 applied (29/11/2003).

For Category C applications only Academic University Degree which have identical/equivalent Part-66 module knowledge levels will be considered. Applicants having academic qualifications in other EASA MSs are requested to apply to the competent authority of the MS where the academic university degrees are obtained.

Part-66 Module Examination Credits

Examination credits would only be considered on a case-by-case basis. An examination credit report would have to be produced in accordance with Part-66.B.405. The TM CAD would consider approving a report developed by the applicant, or the representing organisation. The report should only be submitted when the Airworthiness Inspectorate has already been informed and accepted the review of the case. The examination credit would be given only if the report is approved.

Past examination credits approved by TM CAD would continue to be accepted up to 10 years from their original issue.

Those applicants who have successfully attended the Malta College of Arts Science and Technology MCAST BTEC Aerospace Engineering course or the 'Aircraft Maintenance Technician Course' would not benefit from any examination credits. However a credit as a skilled worker in a technical trade for basic practical experience reduction would be accepted.

Experience Requirements

At least one year of the required Maintenance experience shall be recent maintenance experience on aircraft of the category/sub-category for which the initial aircraft maintenance licence is sought. The

remainder of the recent experience within 7 years and the rest of the basic experience shall have been acquired within the ten years preceding the application for AML. Recency and completion of such experience is further explained in AMC 66.A.30(d).

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

Appendix IV to Part-66 includes the experience requirements, in months, for extending an AML under Annex III (Part-66).

Table A

To: From:	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B2L	B3	L1	L2	L3	L4	L5
A1	—	6	6	6	24	6	24	12	24	12	6	12	12	12	12	24
A2	6	—	6	6	24	6	24	12	24	12	6	12	12	12	12	24
A3	6	6	—	6	24	12	24	6	24	12	12	12	12	12	12	24
A4	6	6	6	—	24	12	24	6	24	12	12	12	12	12	12	24
B1.1	—	6	6	6	—	6	6	6	12	12	6	6	6	12	12	12
B1.2	6	—	6	6	24	—	24	6	24	12	—	—	—	12	12	12
B1.3	6	6	—	6	6	6	—	6	12	12	6	6	6	12	12	12
B1.4	6	6	6	—	24	6	24	—	24	12	6	6	6	12	12	12
B2	6	6	6	6	12	12	12	12	—	—	12	6	6	12	12	24
B2L	6	6	6	6	12	12	12	12	12	—	12	6	6	12	12	24
B3	6	—	6	6	24	6	24	12	24	12	—	—	—	12	12	12
L1	24	24	24	24	36	24	36	24	36	24	24	—	6 *	12 *	12 *	24 *
L2	24	12	24	24	36	12	36	24	36	24	12	—	—	12 *	12 *	24 *
L3	30	30	30	30	48	30	48	30	48	30	30	12 *	12 *	—	6 *	24 *
L4	30	30	30	30	48	30	48	30	48	30	30	12 *	12 *	—	—	24 *
L5	24	24	24	24	36	24	36	24	36	24	24	12 *	12 *	12 *	—	—

* Experience may be reduced by 50 % but allowing a licence with limitations, i.e. a licence endorsed with the exclusion of 'complex maintenance tasks provided for in Appendix VII to Annex I (Part-M), standard changes provided for in point 21.A.90B of Annex I (Part 21) to Regulation (EU) No 748/2012, and standard repairs provided for in point 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/2012'.

Category A, B1.2, B1.4 and B3 Qualification

1 year recent practical experience on operating aircraft and completion of a Part-147 approved basic training course or

2 years recent practical maintenance experience on operating aircraft, being considered a 'skilled worker' in a non-aviation technical trade as accepted by the TM CAD or 3 years recent maintenance experience on operating aircraft for an applicant having no previous relevant technical experience.

Category B1.1, B1.3 and B2 Qualification

2 years recent maintenance practical experience on operating aircraft and completion of a Part-147 approved basic course or 3 years recent practical maintenance experience on operating aircraft being considered a 'skilled worker' in a non-aviation technical trade as accepted by the TM CAD or 5 years recent practical maintenance experience on operating aircraft for an applicant having no previous relevant technical training.

A 'skilled worker' is a person who has successfully completed training acceptable to TM CAD involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. This training would include the use of tools and measuring devices.

Category C Qualification

For Category C with respect to 'Complex Motor Powered Aircraft" (CMPA):
(i) 3 years of experience in exercising category B1.1, B1.3 or B2 privileges as support staff, or both support staff and certifying staff, at a maintenance organisation working on CMPA, including 12 months of experience as base maintenance support staff; or
(ii) 5 years of experience in exercising category B1.2, B1.4 or L5 privileges as support staff, or both support staff and certifying staff, at a maintenance organisation working on CMPA, including 12 months of experience as base maintenance support staff; or
(iii) for applicants holding an academic degree, 3 years of experience in working at an aircraft maintenance environment, on a representative selection of tasks that are directly associated with aircraft maintenance, including 6 months of participation in the performance of base maintenance tasks in operating CMPA;
(iv) to extend the endorsed category C with respect to other than CMPA to CMPA: (a) 2 years of experience in exercising category B1.1, B1.2, B1.3, B1.4, B2 or L5 privileges as support staff and certifying staff, at a maintenance organisation in operating CMPA, including 6 months of experience as base maintenance support staff; or (b) when holding a category C licence based on an academic degree, 2 years of experience in working at an aircraft maintenance environment on a representative selection of tasks that are directly associated with aircraft maintenance, including 3 months of participation in the performance of base maintenance tasks in operating CMPA.

For Category C with respect to 'other than CMPA':
(i) 3 years of experience in exercising category B1, B2, B2L, B3 or L privileges as support staff, or both support staff and certifying staff, at a maintenance organisation in operating other than CMPA, including 6 months of experience as base maintenance support staff; or
(ii) for holders of an academic degree, 3 years of experience in working at an aircraft maintenance environment, on a representative selection of tasks that are directly associated with aircraft maintenance, including 6 months of participation in the performance of base maintenance tasks in operating other than CMPA.

The academic degree shall be in a relevant technical discipline, issued by a university or any other higher educational institution accepted by TM CAD.

For a category C applicant that holds an academic degree, the participation in the performance of maintenance tasks on operating aircraft may include maintenance, maintenance planning, quality assurance, record-keeping, spare parts management and engineering development.

'Experience in working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance' means experience gained at an organization that is approved in accordance with Part-145, Part-CAO, Part-CAMO or similar, or experience in performing comparable work that is directly related to the continuing airworthiness of aircraft within a competent authority. Similar work performed on 'Annex I aircraft' or state aircraft may be acceptable as well.

'Including 6 months of participation in the performance of base maintenance tasks' on operating aircraft means experience gained through the active participation in base maintenance checks at maintenance organisations.

Practical Maintenance Experience Requirements

The practical maintenance training must be carried out either in a Part-147 maintenance training organisation, or in a Part-145 AMO. The trainees should have a training assessor who follows, supports and assesses the progress of the trainees during their practical experience. The assessor should be designated and qualified by the training or maintenance organization to a standard accepted by TM CAD as the licencing competent authority. Part-145 organisations shall have a procedure in the MOE for on-the-job training as per Section 6 of Appendix III to Part-66. The practical training should be structured in a way that the trainee gets a sound exposure to the many aspects of civil aircraft maintenance, on the ramp, in the shop floor and workshops and also attain an appreciation of maintenance and quality management. The trainee must keep an experience logbook designed such that the tasks are referenced to the maintenance data and can be countersigned by the practical training supervisor. The trainee must log the work performed, every time he does a new task on a type of aircraft.

TM CAD has produced a standard logbook which can be downloaded from the Transport Malta website for the logging of practical experience. The logbook contains a section of basic tasks which the applicants are required to perform and be assessed by the designated assessors. Designated assessors can also act as supervisors in signing the tasks in the logbook.

Applicants can produce their own logbook provided it has the same criteria's as the standard logbook provided by TM CAD. Such logbooks require the approval of TM CAD prior submission.

Appendix III to AMC to Part-66 "Evaluation of the competence: assessment and assessors" applies to the competence assessment performed by designated assessors as well as their qualifications criteria.

In the case where a Part-147 sub-contracts practical training, the Part-147 has to control the assessment of the trainees.

AMC 66.A.45 (d), (e), (f) and (g) should be used as guide on the level of practical training required for aircraft other than Group 1 aircraft and the accomplishment of tasks as listed in Appendix II to the AMC to Part-66.

Part-66 Category A Task Training

Theoretical and practical task training has to be carried out by the Category A applicant. At the end of the training the applicant is to be assessed or examined by the Part-145 AMO. Such AMO's must

demonstrate to the TM CAD that the organisation has procedures, which deal with providing such training and examination, or assessment. AMC 145.A.30 (g) Personnel Requirements lists a number of tasks, which would require appropriate task training.

Part-66 Category B1, and B2 Type Training

Aircraft Groups
(refer also to Table 1)

Group 1: complex motor-powered aircraft; multi-engine helicopters; other than piston-engine aeroplanes, with maximum certified operating altitude exceeding FL290; aircraft equipped with fly-by-wire systems; gas airships other than ELA2.

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

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

Group 4: sailplanes, powered sailplanes, balloons and airships, other than those in Group 1

Endorsement of type ratings shall be in accordance with Part-66.A,45. Refer also to Table 5.
Conversion of type ratings for Group 2 and Group 3 ratings shall be in accordance with Part-66.B.125.

Table 5: Aircraft Rating Requirements for Part-66 Categories

Aircraft rating requirements			
Aircraft	**B1/B3/L licence**	**B2/B2L licence**	**C licence**
<u>Group 1 aircraft, except airships</u> - Complex motor-powered aircraft. - Multiple-engine helicopters. - Other than piston-engine aeroplanes certified above FL290. - Aircraft equipped with fly-by-wire. - Other aircraft when defined by the Agency.	(For B1) **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	(For B2) **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: - Theory + examination

<u>Group 1 airships</u>	(For L5 licence) **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	(For B2) **Individual TYPE RATING** Type training: - Theory + examination - Practical + assessment **PLUS** OJT (for first aircraft in licence category)	Not applicable
<u>Group 2 aircraft</u> Subgroups: 2a: single turboprop aeroplanes (*) 2b: single turbine engine helicopters (*) 2c: single piston engine helicopters (*) (*) Except those classified in Group 1.	(For B1.1, B1.3, B1.4) **Individual TYPE RATING** (type training + OJT) **or** (type evaluation + practical experience) **Full SUBGROUP RATING** (type training + OJT) **or** (type evaluation + practical experience) on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** (type training + OJT) **or** (type evaluation + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	(For B2) **Individual TYPE RATING** (type training + OJT) **or** (type evaluation + practical experience) (For B2 and B2L) **Full SUBGROUP RATING** based on demonstration of practical experience **Manufacturer SUBGROUP RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training **or** type evaluation **Full SUBGROUP RATING** type training **or** type evaluation on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** type training **or** type evaluation on at least 2 aircraft representative of that manufacturer subgroup

Group 3 aircraft Piston engine aeroplanes (except those classified in Group 1)	(For B1.2) **Individual TYPE RATING** (type training + OJT) **or** (type evaluation + practical experience) **Full GROUP 3 RATING** based on demonstration of practical experience **Limitations:** - Pressurised aeroplanes - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing and fabric aeroplanes	(For B2) **Individual TYPE RATING** (type training + OJT) **or** (type evaluation + practical experience) (For B2 and B2L) **Full GROUP 3 RATING** based on demonstration of appropriate experience	**Individual TYPE RATING** type training **or** type evaluation **Full GROUP 3 RATING** based on demonstration of practical experience
Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below	(For B3) **FULL RATING "Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below"** based on demonstration of practical experience **Limitations:** - Metal aeroplanes - Composite aeroplanes - Wooden aeroplanes - Metal tubing & fabric aeroplanes	**This rating cannot be endorsed on a B2/B2L licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)**	**This rating cannot be endorsed on a C licence. These aircraft are already covered by the endorsement of ratings for Group 3 aircraft (see box above)**

Group 4 aircraft: Sailplanes, powered sailplanes, balloons and airships other than those in Group 1	(For all L subcategories, except L5) − For L1C: 'composite sailplanes' rating, − For L1: 'sailplanes' rating, − For L2C: 'composite powered sailplanes and composite ELA1 aeroplanes' rating, − For L2: 'powered sailplanes and ELA1 aeroplanes' rating, − For L3H: 'hot-air balloons' rating, − For L3G: 'gas balloons' rating, − For L4H: 'hot-air airships' rating, − For L4G: 'ELA2 gas airships' rating, all based on demonstration of practical experience **Limitations:** see 66.A.45(h)	(For B2 and B2L) **Full GROUP 4 RATING** based on demonstration of practical experience	Not applicable

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:
a) for Group 1 aircraft, the appropriate aircraft type rating;
b) for Group 2 aircraft, the appropriate aircraft type rating, manufacturer subgroup rating or full subgroup rating;
c) for Group 3 aircraft, the appropriate aircraft type rating or full group rating;
d) for Group 4 aircraft, for the category B2 licence, the full group rating.

For category B2L, the relevant aircraft ratings are the following:
a)for Group 2 aircraft, the appropriate manufacturer subgroup rating or full subgroup rating;
b) for Group 3 aircraft, the full group rating;
c) for Group 4 aircraft, the full group rating.

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

For category L, the relevant aircraft ratings are the following:
a) for subcategory L1C, the rating 'composite sailplanes';
b) for subcategory L1, the rating 'sailplanes';
c) for subcategory L2C, the rating 'composite powered sailplanes and composite ELA1 aeroplanes';

d) for subcategory L2, the rating 'powered sailplanes and ELA1 aeroplanes'; (v)
e) for subcategory L3H, the rating 'hot-air balloons';
f) for subcategory L3G, the rating 'gas balloons';
g) for subcategory L4H, the rating 'hot-air airships';
h) for subcategory L4G, the rating 'ELA2 gas airships';
i) for subcategory L5, the appropriate airship type rating

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

Category B1 staff must undergo airframe, powerplant, plus limited avionic system training and examination to Appendix III standard. Category B2 staff shall undergo avionic training and examination to Appendix III standard. The aircraft type-training course must be conducted by an appropriately approved Part-147 organisation.

When type training is not conducted by a suitably approved Part-147 organisation the type training would have to be approved by the TM CAD in accordance with Part-66.A.45 (c). In such cases, the organization intending to conduct the course will be required to complete the form *Type Training Approval Application* AITP-L02 Appendix 12 and send it to the TM CAD for review and approval of the type training course. TM CAD would issue formal approval of the type training course, and only then the course can be conducted and accepted for endorsement of the type training on Part-66 AML issued by TM CAD.

Note:-

It should be noted that when the course is carried out by a TM CAD approved organization (not approved to Part-147), it is not the subject to the normal mutual recognition privilege and might not be recognised/accepted by other EASA Member States.

Differences training for a similar type of aircraft would require the Part-145 AMO to accomplish an assessment of the candidate previous qualifications in order to determine if the content of the differences training is acceptable. When the type rating is endorsed on the Part-66 AML, the Part-145 AMO may however still opt to give the holder additional practical experience to establish competence and assess the trainee for the grant of Part-145 certifying staff authorisation on the particular aircraft type.

Part-66 Category B3 Type Training

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

If the applicant cannot provide evidence of appropriate experience, the rating referred to above shall be subject to limitations, which shall be endorsed on the licence.

Conversion to new Type Ratings

Individual aircraft type ratings already endorsed on the aircraft maintenance licence shall remain on the licence and shall not be converted to new ratings unless the licence holder fully meets the requirements for endorsement defined in point Part-66.A.45 for the corresponding group/sub-group ratings.

The conversion shall be performed in accordance with the following conversion table:

1. for category B1 or C:
— helicopter piston engine, full group: converted to ‘full subgroup 2c’ plus the aircraft type ratings for those single piston engine helicopters which are in Group 1;

— helicopter piston engine, manufacturer group: converted to the corresponding ‘manufacturer subgroup 2c’ plus the aircraft type ratings for those single piston engine helicopters of that manufacturer which are in Group 1;

— helicopter turbine engine, full group: converted to ‘full subgroup 2b’ plus the aircraft type ratings for those single turbine engine helicopters which are in Group 1;

— helicopter turbine engine, manufacturer group: converted to the corresponding ‘manufacturer subgroup 2b’ plus the aircraft type ratings for those single turbine engine helicopters of that manufacturer which are in Group 1;

— aeroplane single piston engine — metal structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: composite-structure aeroplanes, wooden-structure aeroplanes, and metal-tubing and fabric aeroplanes;

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

— aeroplane single piston engine — wooden structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: pressurised aeroplanes, metal-structure aeroplanes, composite-structure aeroplanes and metal-tubing and fabric aeroplanes;

— aeroplane multiple piston engines — wooden structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: pressurised aeroplanes, metal-structure aeroplanes, composite-structure aeroplanes and metal-tubing and fabric aeroplanes;

— aeroplane single piston engine — composite structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: pressurised aeroplanes, metal-structure aeroplanes, wooden-structure aeroplanes and metal-tubing and fabric aeroplanes;

— aeroplane multiple piston engines — composite structure, either full group or manufacturer group: converted to ‘full group 3’. For the B1 licence, the following limitations shall be included: pressurised aeroplanes, metal-structure aeroplanes, wooden-structure aeroplanes and metal-tubing and fabric aeroplanes;

— aeroplane turbine — single engine, full group: converted to ‘full sub-group 2a’ plus the aircraft type ratings for those single turboprop aeroplanes which did not require an aircraft type rating in the previous system and are in Group 1;

— aeroplane turbine — single engine, manufacturer group: converted to the corresponding 'manufacturer subgroup 2a' plus the aircraft type ratings for those single turboprop aeroplanes of that manufacturer which did not require an aircraft type rating in the previous system and are in Group 1;

— aeroplane turbine — multiple engines, full group: converted to the aircraft type ratings for those aeroplanes with multiple turboprop engines which did not require an aircraft type rating in the previous system.

2. for category B2:
— aeroplane: converted to 'full sub-group 2a' and 'full group 3', plus the aircraft type ratings for those aeroplanes which did not require an aircraft type rating in the previous system and are in group 1,

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

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

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

Part-66 Category C Type Training

Category C staff type training should be of a general familiarisation level, corresponding to at least ATA 104 Level I, provided the applicant has previously attended and passed at least one full training course to Appendix III of Part-66 standard on an aircraft type of a similar technology.

3. THEORETICAL AND PRACTICAL ELEMENT OF TYPE TRAINING.

Type Training

Before sending staff for type training, the Part-145 AMO should verify with the TM CAD that the particular type course it is proposing to use is appropriately approved to avoid subsequent acceptance problems. Aircraft type training shall consist of theoretical training and examination, and, except for the category C ratings, practical training and assessment at an appropriately approved Part-147 organisation or directly approved by TM CAD.

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

Note:-
AMC 66.B.115(b) defines three different subdivisions of training courses (airframe, powerplant and avionic/electrical systems

Theoretical type training and examination shall comply with the standard described in paragraph 3.1 and 4.1 of Part-66 Appendix III.

Part-66 Appendix III

Appendix III to Part-66 "Type training and type evaluation standard and On-the-Job Training (OJT)" contains valuable material and guidelines information on theoretical examination levels, type training, type training examination standard, type evaluation for Group 2 and Group 3 aircraft, practical training and assessment as well as on-the-job training (OJT). The theoretical element of the type training has to be in accordance with the knowledge levels listed in this appendix. These knowledge levels are defined and explained in terms of the depth and extent of knowledge required. The type training examination standard is also defined in section 3 and section 4 of the appendix. This appendix should be followed closely by those organisations providing theoretical and practical training, and also by the trainees.

The Theoretical training minimum tuition hours are contained in the following table extracted from Appendix III:

Category	Hours
Aeroplanes with a maximum take-off mass above 30 000 kg:	
B1.1	*150*
B1.2	120
B2	100
C	30
Aeroplanes with a maximum take-off mass equal or less than 30 000 kg and above 5 700 kg:	
B1.1	120
B1.2	100
B2	100
C	25
Aeroplanes with a maximum take-off mass of 5 700 kg 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 2 000 kg MTOM the minimum duration can be reduced by 50 %. (**) For helicopters in group 2 (as defined in point 66.A.42) the minimum duration can be reduced by 30 %.

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

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

Type Training Theoretical Element Training Needs Analysis

AMC to Appendix III to Part-66 introduces the concept of **Training Needs Analysis**. The purpose of the TNA is to determine the depth, breadth and duration of the theoretical element of a type training course. It is a living process which needs updating based on operational and human factors issues, in-service experience and maintenance data.

Practical Element of Type Training

At least 50% of the items in the Appendix III table (under Practical Element heading) which are relevant to the particular aircraft type, shall be completed as part of the practical training.

The table splits type of tasks that have to be conducted during training:-

LOC – Location
FOT – Functional/Operational Test
SGH – Service and Ground Handling
R/I - Removal Installation
MEL – Minimum Equipment List
TS - Troubleshooting

Appendix II to the Part-66 AMC also contains a list of tasks, 50% of which should cover a representative cross-section of the practical experience.

An assessment of the practical element shall be conducted at the completion of the element. The assessment has to be conducted by assessors designated and qualified by the maintenance organization to an acceptable standard.

The assessment should evaluate knowledge and skills of the trainee including competence to perform maintenance tasks applicable to the particular aircraft type.

The practical element should be demonstrated the submission of a dedicated Logbook.

AITP-L02 Appendix 4 is a Logbook devised by TM CAD for this purpose.
IAN 06 – Aircraft Maintenance Logbook also gives guidance and information about the use of the Aircraft Maintenance Logbook.

Computer and Web-Based training (Multimedia Based Training)

Computer and web-based training is acceptable as part of the practical training, as long as it is carried out in a controlled classroom environment with the oversight of an instructor. However, this type of training should not predominate, or be a primary focal element, substituting quality theoretical or hands-on practical training, but rather be considered and applied to consolidate, or complement the training programme.

On-the-Job Training

Regulation (EC) No 1149/2011 introduced the requirement for 'on-the-job training'. This is basically maintenance experience under supervision and assessed by authorized assessors and approved by the licensing authority to be conducted by trainees following the accomplishment of the first (sub)category aircraft type rating. Such training, given on a particular aircraft type in a real workplace, gives the applicant the possibility to learn maintenance best practices and correct release-to-service procedures.

AMC to Appendix III contains *acceptable* means of compliance with this requirement.

The main points to be taken into consideration are:

- The list of OJT tasks and programme should be approved by TM CAD (authority which has issued the maintenance licence) before starting the OJT training.

- If the aircraft manufacturer has defined the OJT tasks during the type certification of a particular aircraft type, those tasks should be selected. In particular, the analysis performed for the maintenance areas of specific emphasis (MASE), as defined in point 430 of CS-MCSD, helps the organization identify the more appropriate tasks. Where no such data exists, the task list in Appendix II to AMC to Part-66 serves as the basis to develop an OJT programme including the applicable tasks for a particular aircraft type, based typically on the AMM. A minimum number of tasks, as described in point 2 'List of tasks for OJT' of Appendix II to AMC to Part-66, of each of the following categories should be performed: INS/inspections, FOT/functional or operational, SGH/servicing, R/I removal and installation, MEL, and T/S troubleshooting.

- The applicant shall have a category A, B or L5 licence before undergoing the OJT or have finished the theoretical type training and cumulated at least 50 % of the basic experience requirement (point 66.A.30) as regard the category of aircraft he or she is trained for.

- The applicant shall start and complete the OJT within three years preceding the application of the type rating endorsement. At least 50% of the OJT tasks shall be carried out after the completion of the related aircraft type theoretical element training.

- The applicant shall undergo the OJT under the mentorship of a qualified mentor or mentors, on a one-to-one supervision basis, during which the mentors verify the technical knowledge, the skills, and responsibilities of a typical certifying staff (AMC to Appendix III contains *examples* of such skills and responsibilities). During the OJT, the mentors transmit also knowledge and experience to the applicant, providing the necessary advice, support, and guidance.

- Each entry of work accomplished shall make reference to a jobcard/worksheet. The entries shall be signed by the trainee. The mentors shall verify and countersign off the tasks performed during the OJT, because they shall assume the responsibility for the tasks at support staff or certifying staff level, as applicable, depending on the release-to-service procedure.

- The OJT shall be documented in an OJT logbook. A record of the completed tasks is to be entered into a logbook whose design and format should be such that each task or group of tasks is countersigned by the corresponding mentor(s).

- At the satisfactory completion of the OJT programme, the mentors shall issue a recommendation for the final assessment of the applicant to be conducted by designated assessors. A compliance report shall be made which verifies and documents the correct and complete performance and the recommendation of the mentor(s) for the following assessment. The mentor(s) may deny a

recommendation if the candidate has not demonstrated the knowledge, skills, behaviour and/or ethics required from certifying staff.

- The final assessment of the applicant shall sample:

    - The general technical knowledge required for the particular licence category;
    - The aircraft-type-specific knowledge and skills for the particular licence category;
    - The understanding of the licence privileges relevant to the aircraft and to the licence category;
    - The appropriate behaviour and safety attitude of the applicant in relation to the maintenance environment.

- The assessment shall be recorded in a report containing the following information:

    - Identification data of the applicant;
    - Identification data of the assessor(s);
    - Date and time frame of the assessment;
    - Content of the assessment;
    - Result of the assessment: Passed or Failed.
    - Signature of the assessor(s), the candidate and, if applicable, the independent observer(s).

- For requirements pertaining to the final competence assessment of the applicant performed by the designated assessors, refer to **Paragraph 6.3 of Part-66 Appendix III "Final assessment of the applicant"** and to **AMC to Appendix III**.

- For requirements pertaining to mentors and assessors (their qualifications criteria), refer to **Paragraph 6.4 of Part-66 Appendix III "Requirements for mentors and assessors"**.

- **Appendix III to AMC to Part-66 "Evaluation of the competence: assessment and assessors"** also applies to the competence assessment performed by designated assessors as well as their qualifications criteria.

- If an independent observer is required for the OJT, they shall be selected by the maintenance organization among the maintenance personnel that have not taken part in the OJT performance but do have an adequate understanding of the OJT procedures.

- For requirements pertaining to OJT documentation and records, refer to **Paragraph 6.5 of Part-66 Appendix III "OJT documentation and records"**.

- The approved maintenance organisation shall have procedures in the Exposition Manual for the control and management of the OJT. These procedures apply when the TM CAD is the Part-66 licensing authority. If another NAA is the licensing authority it is at the discretion of the NAA to accept those procedures.

Type Evaluation

Type evaluation shall consist of practical assessment and oral examination.

Type evaluations relative to aircraft of Group 2 or Group 3 shall be conducted by appropriately approved Part-147 organisations or by TM CAD.

4A CONVERSION OF NATIONAL QUALIFICATIONS

It is not envisaged that national qualifications and certifying authorizations continue to be converted into a Part-66 AML, as this exercise has already been accomplished at the time when this was due to be done for personnel holding privileges or grandfather rights before 28 September 2006. However in the unlikely case where holders of rights prior to 28 September 2005 still have not converted their rights into licences, this could still be done in accordance with Part-66.A.70 and B.300, B.305 and B.310.

4B CONVERSIONS OF LICENCES

TM CAD does not conduct conversions of ICAO type 2 aircraft maintenance licenses. Examinations credits may be issued pursuant to Part-66 Subpart E upon a satisfactory assessment by TM CAD of a credit report presented by the applicant or an training organization/institution on behalf of the applicant. This process incurs supplementary charges.

The credit report shall include a comparison between:

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

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

The comparison shall state if compliance is demonstrated and shall contain the justifications for each statement and the possible conditions or additional considerations, or both.

4C – Part-66 AML LIMITATIONS

A number of limitations to Part-66 AMLs have been issued by TM CAD following the conversion of national qualifications pursuant to Part-66.A.60 and B.300, B.305 and B.310 as well as transfer of Part-66 AML from other EASA Member States. Limitations to Part-66 AML are listed on the Transport Malta website http://www.transport.gov.mt/aviation/personnel-licensing/part-66-maintenance-license.

To remove of these limitations the Part-66 AML holder shall refer to the Part-66 Conversion Report issued at the time of the conversion of the protected 'grandfather' rights, which identifies and lists the required Part-66 Modules or part Modules examinations which have to be sat for and any Practical Experience requirement.

5. APPLICATION FOR THE ISSUE/RENEWAL/VARIATION OF Part-66 AML

Before the applicant submits the application he/she should read the Part-66 requirement, together with the associated supporting information to be found within.

The Applicant must accurately and fully complete an EASA Form 19. The EASA Form 19 can be downloaded from the Transport Malta website www.transport.gov.mt or can be obtained directly from the Airworthiness Inspectorate, Civil Aviation Directorate.

*EASA Form 19 Completion Instructions (***Presented by form Parts***)*

Part 4 - Applicable Aircraft or Engine Type should be specified under *type endorsements* and applicable licence categories ticked.

The required practical maintenance experience logbook in the form of AITP-L02 Appendix IV is to be enclosed. A copy of the logbook can be downloaded from the Transport Malta website.

Part 6 - Certified true copies of the Part-147 Basic Recognition Certificate to be enclosed. Certified true copies of Part-147 Training for Type Rating must be enclosed when applying for type ratings.

Examinations credits apply only for taking credits for qualifications by the submission of credit reports in accordance with Part-66 Subpart E. Credits for maintenance experience shall be supported by Part-147 certificates of recognition or course attendance certificates.

Part 7 - The recommendation must be signed by the Part-145 or Part-CAO AMO Quality Manager, or Part-147 Training Coordinator. This is applicable in case the applicant is employed by Part-145 or Part-CAO organisation by the time of submission of the application.

Applications are to be submitted either by post to: Transport Malta Centre, Triq Pantar, Lija LJA2021, Malta or via e-mail on part66aml.tm@transport.gov.mt. Both hard and soft copy documents are to be signed and stamped as 'Certified True Copies' by the maintenance organization management.

Information about Part-66 applications and the Part-66 Practical experience logbook can be downloaded from the TM website:

https://www.transport.gov.mt/Aviation/Personnel-Licensing/Part-66-Maintenance-License-646

https://www.transport.gov.mt/Aviation/Aircraft-Flight-Standards/Airworthiness-Aircraft-Maintenance/AW-Forms-Checklists-2647

6. TRANSFER of Part-66 AML

Transfer of Part-66 AML from TM CAD issued licence to another EU MS shall be justified.

In the case transfer of Part-66 AML from other EU Member States, the applicant has to make an application with the competent authority issuing the Part-66 AML.

As application for the transfer of the AML, EASA Form 19 has to be submitted to TM CAD together with a copy of the licecne held. The transfer application has to be indicated on the EASA Form 19 in the declaration block.

The transfer of the Part-66 AML would only occur upon agreement with the other competent authority and proper withdrawal of the licence to be transferred.

7. Part-66 AML SCHEME OF CHARGES

The charges that apply to the grant, variation, extension, transfer, or investigation associated with a TM CAD administered Part-66 AML shall be those published within Schedule 16 Part II Paragraph 8 of the Air Navigation Order (1990), as amended.

Remittance shall be made payable to "Authority For Transport in Malta – A/C Civil Aviation" and sent to "Revenue Accounts Office, Transport Malta – Civil Aviation Directorate, Luqa Airport, Malta."

Credit transfer payments may be set to BOV Malta (Account No. 1200058001-3) for the credit of "Authority For Transport in Malta – A/C Civil Aviation."
A receipt of the transaction should be requested to BOV.

8. ELECTRONIC ACCESS TO THE REGULATIONS AND DOCUMENTS

All the EU Implementing Rules and the related Acceptable Means of Compliance and Guidance Material can be accessed from the EASA website at https://www.easa.europa.eu/regulations

Any queries concerning Part-66 AML can be made by email on: part66aml.tm@transport.gov.mt