


Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na Éireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	No. PLAM.032 Revision 0 Area AME Date 12.07.2021	
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ISSUE OF A PART -66 AML

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PURPOSE OF THIS PERSONNEL LICENSING ADVISORY MEMORANDA (PLAM).

The purpose of this Advisory Memorandum is to provide guidance to applicants for a Part-66 Aircraft Maintenance Licence (AML) (for an applicant who does not hold 'protected rights').

Part-66 is the implementing rule for the issue of a Part-66 AML and should be read in conjunction with this PLAM. Please refer to the Regulation directly for details via the hyperlink below:


<https://www.easa.europa.eu/regulations#regulations-continuing-airworthiness>

This PLAM is provided as a guide. Please refer to Part-66 for the latest information. Where a difference exists between this document and the Regulation, the content of the Regulation has primacy.


PART-66 AIRCRAFT MAINTENANCE LICENCE CATEGORIES

In a Part-145 approved organisation, the different categories of Part-66 licences are:

Licence Category	For certifying the release to service of work performed on aircraft:	What:
A	Minor scheduled line maintenance and simple defect rectification Divided into the following subcategories: <ul style="list-style-type: none"> • A1 Aeroplanes Turbine; • A2 Aeroplanes Piston; • A3 Helicopters Turbine; • A4 Helicopters Piston 	Line Maintenance

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Licence Category	For certifying the release to service of work performed on aircraft:	What:
B1	Maintenance on aircraft structure, power plant and mechanical and electrical systems, avionics systems requiring simple tests to prove their serviceability and no troubleshooting Divided into: <ul style="list-style-type: none"> • B1.1 for turbine aeroplanes, • B1.2 for piston engine aeroplanes, • B1.3 for Turbine helicopter and • B1.4 for piston engine helicopter 	Line Maintenance Base Maintenance
B3	Maintenance on aeroplane structure, power plant and mechanical and electrical systems; and on avionics systems requiring only simple tests to prove their serviceability and not requiring troubleshooting limited to non-pressurized aeroplanes of 2,000 kg MTOM and below.	Line Maintenance Base Maintenance
B2	Maintenance performed on avionic and electrical systems and electric and avionics tasks within powerplant and mechanical systems requiring only simple test and minor scheduled line maintenance and simple defect rectification	Line Maintenance Base Maintenance
B2L	The same as B2 but limited to the systems endorsed on the licence: Divided into the following 'system ratings': <ul style="list-style-type: none"> • communication/navigation (com/nav), • instruments, • auto flight, • surveillance, • airframe systems 	Line Maintenance


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Licence Category	For certifying the release to service of work performed on aircraft:	What:
L	<p>Maintenance on aircraft structure, power plant and mechanical and electrical systems; radio, Emergency Locator Transmitters (ELT) and transponder systems; and work on other avionics systems requiring simple tests to prove their serviceability</p> <p>Divided into the following subcategories:</p> <ul style="list-style-type: none"> • L1C: composite sailplanes, • L1: sailplanes, • L2C: composite powered sailplanes and composite ELA1 aeroplanes, • L2: powered sailplanes and ELA1 aeroplanes, • L3H: hot-air balloons, • L3G: gas balloons, • L4H: hot-air airships, • L4G: ELA2 gas airships, • L5: gas airships other than ELA2. 	<p>Line Maintenance Base Maintenance</p>
C	<p>Release an aircraft to service after base maintenance when the category B1 and B2 qualified base maintenance support have signed for mechanical and avionics systems.</p> <p>Divided into:</p> <ul style="list-style-type: none"> • C with respect to complex motor-powered aircraft and • C with respect to other than complex motor-powered aircraft 	<p>Base maintenance</p>

KNOWLEDGE AND EXPERIENCE REQUIREMENTS

An applicant for a Part-66 basic licence must provide evidence that he/she meets the knowledge requirements of Part-66.A.25 in subject modules appropriate to the Part-66.A.20 category applied for (see page 5 for list of category/modules).

Training courses and examinations must be passed within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory. Should this not be the case, it may be possible to apply for examination credits for courses completed outside the 10-year period iaw Part 66.A.25 (c) (at additional cost).

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EXPERIENCE REQUIREMENTS

An applicant must also provide evidence that he/she meets the practical maintenance experience on operating aircraft requirements of Part-66.A.30 appropriate to the Part-66.A.20 category applied for.

For a Category A, subcategories B1.2 and B1.4 and category B3

- 3 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training or
- 2 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker or
- 1 year of practical maintenance experience on operating aircraft and completion of a basic training course approved iaw Part 147

For a Category B2 and subcategories B1.1 and B1.3


- 5 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training or
- 3 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker or
- 2 years of practical maintenance experience on operating aircraft and completion of a basic training course approved iaw Part 147

For a Category B2L

- 3 years of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), if the applicant has no previous relevant technical training; or
- 2 years of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), and completion of training, considered relevant by the competent authority, as a skilled worker in a technical trade; or
- 1 year of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), and completion of a Part-147 approved basic training course. For the addition of (a) new system rating(s) to an existing B2L licence, 3 months of practical maintenance experience relevant to the new system rating(s) shall be required for each system rating added.

For a Category L

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

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- For the inclusion of an additional subcategory in an existing L licence, the experience required by the above points shall be 12 and 6 months respectively.
- The holder of an aircraft maintenance licence in category/subcategory B1.2 or B3 is deemed to meet the basic experience requirements for a licence in subcategories L1C, L1, L2C and L2.

For a Category C with respect to large aircraft

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

For a Category C with respect to other than large aircraft


- 3 years of experience exercising category B1 or B2 privileges on other than large aircraft or as support staff according to point 145.A.35 or a combination of both

For a Category C obtained through the academic route

- An academic degree in a technical discipline, from a university or other higher educational institution recognised by the competent authority
- 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including 6 months observation of base maintenance tasks

Note: Maintenance experience on operating aircraft should:

1. be actual maintenance tasks on aircraft which are being operated by an airline or owner etc.
2. cover a wide range of tasks in length, complexity, and variety
3. be accomplished in acceptable approved maintenance organisations (e.g. EASA Part 145, EASA Part M subpart (f), FAR-145, Transport Canada approved org, Australian Part 145) or under the supervision of an independent certifying staff (This should be an EASA Part 66 licence holder type rated on the aircraft being worked on, and pre-accepted by the Authority in advance).
4. have at least 1 year of recent maintenance experience on aircraft typical of the category/subcategory for which the initial Part-66 aircraft maintenance licence is sought. (To be considered recent, at least 50% of the 12 months recent experience should be gained within the 12 months period prior to the date of application, the remainder should be within the 7-year period prior to the application).
5. have all the experience acquired within the 10 years preceding the application for an aircraft maintenance licence or the addition of a category or subcategory to such a licence.
6. have the Maintenance experience written up in a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. The experience record should indicate the category of maintenance experience i.e. mechanical or avionic. The experience record need only reflect experience pertinent to the application.

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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 Part-66.

For subsequent category/sub-category additions to an existing Part-66 aircraft maintenance licence, the additional recent maintenance experience required may be less than 1 year, but not less than 3 months, and will be dependent upon the significance of the differences between the licence category/sub-category held and applied for. Such additional experience should be typical of the new licence category/sub-category sought.

It is acceptable to cross-refer in the EASA Form 19 to other documents containing information on maintenance experience provided that a person acceptable to the Authority countersigns such experience.


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

Applicants claiming the reduction in Part-66.A.30 (a) total experience based on completion of training considered relevant by the competent authority as a skilled worker in a technical trade should include the relevant certificate of successful completion of training.

Successful completion of the SOLAS Standards based apprenticeship in the trade of aircraft mechanic is considered as training as a skilled worker in a technical trade as provided for in Part-66.A.30 (a). When calculating experience gained during the apprenticeship, time devoted to off-the-job training may not be included. A copy of the SOLAS apprenticeship completion certificate should be submitted by the applicant.

Applicants claiming credit against the Part-66.A.30 (a) total experience requirement by virtue of Part-66.A.30 (e) non-civil aircraft maintenance experience may only be granted such credit where the IAA has recognised such non-civil experience. The applicant for such recognition may be subject to the cost related to the review of such experience. The IAA in recognising non-civil experience will have specified who within the non-civil environment may make a statement that the applicant has met the relevant maintenance experience. The applicant should include a detailed statement of such maintenance experience signed by the non-civil maintenance authority in accordance with the conditions specified in the IAA letter of recognition. Additional experience of civil aircraft maintenance shall, however, be required to ensure adequate understanding of civil aircraft maintenance environment. AMC 66.A.30(e) for Categories A & L the additional experience of civil aircraft maintenance should be a minimum of 6 months. For category B1, B2, B2L and B3 the additional experience of civil aircraft maintenance should be a minimum of 12 months.

An academic degree in a technical discipline, from a university or other higher educational institution recognised by the competent authority is usually taken to mean a 3/4 year degree from a recognised university/higher educational institute (QQI level 7/8). A Technical discipline is taken to mean that the degree with a syllabus that covers a substantial portion of the Part 66 content. Previously accepted technical disciplines include (but are not limited to) degrees in Mechanical, Electrical, Electronic, Aeronautical, Avionic, Aircraft Maintenance and Operations and Aero Engineering

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APPLICATION FOR ISSUE OF A PART-66 AML

Application forms (EASA Form 19) are available from the Irish Aviation Authority website

<https://www.iaa.ie/personnel-licensing/maintenance-engineer---amel-licensing/ame-application-forms-templates/application-forms-templates-details/docs/default-source/publications/forms/personnel-licensing-forms/maintenance-engineer-forms/easa-form-19---for-part-66-licence-issue-renewal-amendment>

An applicant for issue of a Part-66 Aircraft Maintenance Licence (AML) must complete EASA Form 19 and send it with the required fee and any supporting documentation required to the Personnel Licensing (Maintenance) Office, Irish Aviation Authority, The Times Building, 11-12 D'Olier Street, Dublin 2.


Only verified true copies of documents should be submitted. Originals will not be returned.

The applicant must provide evidence of date of birth and an acceptable identity document. A copy of his/her Passport is acceptable for this purpose.

It is very important that the application form is fully completed. Failure to do so may result in rejection of the application or delays in processing the application.

FEES


Fees for issue of a Part-66 Aircraft Maintenance Licence are prescribed in the Irish Aviation Authority (Fees) Order.

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Qualifications on basic subjects for each Part-66 aircraft maintenance licence category or subcategory should be in accordance with this matrix. Applicable subjects are marked with an 'X'. It is important to note that whilst a particular module may apply to several categories the level of knowledge required may differ for individual modules. The Part-66 Appendix I syllabus identifies the levels for each topic.


Module	Aeroplanes Turbine		Aeroplanes Piston		Helicopters Turbine		Helicopters Piston		Avionics	Piston-engine non-pressurised aeroplanes 2000kgs MTOW and below
	A1	B1.1	A2	B1.2	A3	B1.3	A4	B1.4	B2	B3
1. Mathematics	X	X	X	X	X	X	X	X	X	X
2. Physics	X	X	X	X	X	X	X	X	X	X
3. Electrical Fundamentals	X	X	X	X	X	X	X	X	X	X
4. Electronic Fundamentals		X		X		X		X	X	X
5. Digital Techniques	X	X	X	X	X	X	X	X	X	X
6. Materials & Hardware	X	X	X	X	X	X	X	X	X	X
7A. Maintenance Practices	X	X	X	X	X	X	X	X	X	
7B. Maintenance Practices										X
8. Basic Aerodynamics	X	X	X	X	X	X	X	X	X	X
9A. Human Factors	X	X	X	X	X	X	X	X	X	
9B. Human Factors										X
10. Aviation Legislation	X	X	X	X	X	X	X	X	X	X
11A. Turbine Aeroplane Aerodynamics, Structures & Systems	X	X								
11B. Piston Aeroplane Aerodynamics, Structures & Systems			X	X						
11C. Piston Aeroplane Aerodynamics, Structures & Systems										X
12. Helicopter Aerodynamics, Structures & Systems					X	X	X	X		
13. Aircraft Aerodynamics, Structures & Systems									X	
14. Propulsion									X	
15. Gas Turbine Engine	X	X			X	X				
16. Piston Engine			X	X			X	X		X
17A. Propeller	X	X	X	X						
17B. Propeller										X

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	Avionics
Module	B2L
1. Mathematics	X
2. Physics	X
3. Electrical Fundamentals	X
4. Electronic Fundamentals	X
5. Digital Techniques	X
6. Materials & Hardware	X
7A. Maintenance Practices	X
8. Basic Aerodynamics	X
9A. Human Factors	X
10. Aviation Legislation	X
13.1 & 13.2. Aircraft Aerodynamics, Structures & Systems	X
13.3(a). Aircraft Aerodynamics, Structures & Systems	X (for system rating "Autoflight")
13.3 (b) Aircraft Aerodynamics, Structures & Systems	X
13.4(a). Aircraft Aerodynamics, Structures & Systems	X (for system rating "Com/Nav")
13.4(b). Aircraft Aerodynamics, Structures & Systems	X (for system rating "Surveillance")
13.4(c). Aircraft Aerodynamics, Structures & Systems	X
13.5 Aircraft Aerodynamics, Structures & Systems	X
13.6 Aircraft Aerodynamics, Structures & Systems	X
13.7 Aircraft Aerodynamics, Structures & Systems	X (for system rating "Autoflight")
13.8 Aircraft Aerodynamics, Structures & Systems	X (for system rating "Instruments")
13.9 Aircraft Aerodynamics, Structures & Systems	X
13.10 Aircraft Aerodynamics, Structures & Systems	X
13.11 to 13.18. Aircraft Aerodynamics, Structures & Systems	X (for system rating "Airframe systems")
14. Propulsion	X (for system rating "Instruments" and "Airframe systems")
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Module	L1C Composite Sailplanes	L1 Sailplanes	L2C Composite powered Sailplanes and Composite ELA1 Aeroplanes	L2 Powered Sailplanes and ELA1 Aeroplanes	L3H Hot-Air Balloons	L3G Gas Balloons	L4H Hot-Air Airships	L4G ELA2 Gas Airships	L5 Gas Airships above ELA2
									Basic knowledge requirements for any B1 subcategory plus
1L Basic Knowledge	X	X	X	X	X	X	X	X	
2L Human Factors	X	X	X	X	X	X	X	X	
3L Aviation Legislation	X	X	X	X	X	X	X	X	
4L Airframe Wooden/Metal Tube and Fabric		X		X					
5L Airframe Composite	X	X	X	X					
6L Airframe Metal		X		X					
7L Airframe General	X	X	X	X					
8L Power plant			X	X			X	X	X (for B1.1 & B1.3)
9L Balloon/Airship Hot air					X		X		
10L Balloon/Airship Gas (Free/Tethered)						X		X	X
11L Airships Hot Air/Gas							X	X	X
12L Radio Com/ELT/Transponder/Instruments	X	X	X	X	X	X	X	X	X

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