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## ISSUE OF A BASIC PART - 66 AIRCRAFT MAINTENCE LICENCE (AML)

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## Introduction

The purpose of this Advisory Memorandum is to provide comprehensive guidance for applicants seeking a Part-66 Aircraft Maintenance Licence (**AML**) from the Irish Aviation Authority (**IAA**). This document is particularly aimed at those who do not hold 'protected rights' and outlines the necessary steps and requirements for obtaining a Part-66 AML.

Effective from August 5, 2024, all Part-66 AML applications, including initial issues, amendments, renewals, transfers of state, and licence-related queries, must be processed through the IAA's digital licence platform, the "My Safety Regulatory System" (MySRS). This transition mandates that all Part-66 AMLs will be issued in digital format, and paper-based AMLs will no longer be available. Existing holders of paper-based Part-66 AMLs are required to create an IAA MySRS account to facilitate future interface with the IAA.

This memorandum also references Regulation (EU) No 1321/2014, which establishes the common technical requirements and administrative procedures to ensure the continuing airworthiness of aircraft and aeronautical products. Annex III (Part-66) of this regulation specifically addresses the certification requirements for aircraft maintenance personnel, ensuring they are properly qualified and competent.

## Regulatory Precedence


Unless otherwise stated, in the event of any discrepancies between this document and the relevant Annexes of Regulation (EU) No 1321/2014, the Regulation takes precedence.

For further details and the most current information, applicants are encouraged to consult the latest Part-66 regulations at <https://www.easa.europa.eu/regulations#regulations-continuing-airworthiness> and IAA [PLAM 038](#) titled "Transition to MySRS for Part-66 Aircraft Maintenance Licence Applications."

## Eligibility Criteria

To be eligible for a Part-66 AML, applicants must meet the following criteria:

1. **Age Requirement:** Applicants shall be at least 18 years of age.
2. **Knowledge and Experience:** Applicants must demonstrate compliance with the applicable theoretical knowledge, practical training, and experience requirements as outlined from Part-66.A.10 to Part-66.A.30.
3. **Recent Experience:** For initial AML applications, at least one year of the required experience must be recent maintenance experience on aircraft of the category/subcategory for which the AML is sought. Recent experience is defined in EASA (EU) 1321/2014 AMC 66.A.30(d). For existing AML holders wishing to extend their licence to another category/subcategory a minimum of three months of recent maintenance experience is required.
4. **Documentation:** Applicants must provide verifiable documentation of their maintenance experience, including logbooks and basic certificates of recognition for approved training courses and examinations.
5. **Residency or Employment Connection:** While applicants are expected to be resident in the State or have an employment connection with an organization established in the State, eligibility will be assessed on a case-by-case basis to ensure effective oversight and enforcement by the IAA.

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This document is structured as follows:

1. **Part-66 AML Privileges and Categories:** This section details the different AML categories and subcategories, including Category A, B1, B2, B2L, B3, L, and C, and their respective privileges.
2. **Basic Knowledge and Experience Requirements:** This section outlines the theoretical knowledge and practical experience required for each AML category.
3. **Application for Issue of a Part-66 AML:** This section provides guidance on the application process, including necessary documentation and the transition to the MySRS platform.
4. **Fees:** This section includes a link to the schedule of fees and brief explanation of the payment process.
5. **Tables:** This section Includes detailed tables outlining the basic knowledge requirements for each AML category and subcategory; and the experience requirements to extend an AML; and a list of factors which could affect the issue of an AML
6. **Basic Experience Record Verification Form.** This section includes a form which can primarily be used for verification of experience gained in an organisations.

For further details and the most current information, applicants are encouraged to consult the latest Part-66 regulations and the [IAA PLAM 038](#) titled “*Transition to MySRS for Part-66 Aircraft Maintenance Licence Applications.*”

## 1. PART-66 AML PRIVILEGES AND CATEGORIES

### Category A Privileges / subcategories

The category A AML permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of Annex II (Part-145). The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation. (Source EASA Part 66.A.20)

**Category A is divided into the following subcategories:**

- A1: Aeroplanes Turbine
- A2: Aeroplanes Piston
- A3: Helicopters Turbine
- A4: Helicopters Piston


### Category B1 Privileges / subcategories

The category B1 AML permits the holder to issue certificates of release to service and to function as B1 support staff following maintenance performed on aircraft structure, powerplant, mechanical systems and electrical systems. It also includes work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

Category B1 is divided into the following subcategories.

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

The category B1 AML includes the privileges of the corresponding A subcategory.

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### **Category B2 Privileges**

A category B2 AML permits the holder to:

- (i) Issue certificates of release to service and to function as B2 support staff for 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.
- (ii) Issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of Annex II (Part-145). This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the ratings already endorsed in the B2 licence.

The category B2 AML does not include any A subcategory.

### **Category B2L Privileges / System Ratings**

A category B2L AML permits the holder to issue certificates of release to service and to act as B2L support staff for maintenance performed on electrical systems; maintenance performed on avionics systems within the limits of the system ratings specifically endorsed on the licence; and when holding the 'airframe system' rating, performance of electrical and avionics tasks within power plant and mechanical systems, requiring only simple tests to prove their serviceability.

The B2L AML is divided into the following 'system ratings':

- communication/navigation (com/nav),
- instruments,
- auto flight,
- surveillance,
- airframe systems

### **Category B3 Privileges**


A category B3 AML permits the holder to issue certificates of release to service and to function as B3 support staff for maintenance performed on:

- Power plant,
- Mechanical and electrical systems.
- Work on avionics systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.
- The B3 AML is limited to work on piston-engine non-pressurized aeroplanes of 2,000 kg Maximum Take off Mass (MTOM) and below.

### **Category L Privileges/ Subcategories**

A Category L AML permits the holder to:

- Issue certificates of release to service and function as L support staff for:
- Maintenance performed on aircraft structure, power plant, and mechanical and electrical systems.
- Work on radio, Emergency Locator Transmitters (ELT), and transponder systems.
- Work on other avionics systems requiring simple tests to prove their serviceability.

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Subcategory L2 includes subcategory L1. Any limitation to subcategory L2 in accordance with point 66.A.45(h) also applies to subcategory L1. Subcategory L2C includes subcategory L1C.

The category L AML is divided into the following subcategories:

- L1C: Composite sailplanes
- L1: Sailplanes
- L2C: Composite powered sailplanes and composite ELA1 aeroplanes
- L2: Powered sailplanes and ELA1 aeroplanes
- L3H: Hot-air balloons
- L3G: Gas balloons
- L4H: Hot-air airships
- L4G: ELA2 gas airships
- L5: Gas airships other than ELA2

### **Category C Privileges**

A **Category C** AML permits the holder to:

- Issue certificates of release to service following base maintenance of the aircraft. The privileges apply to the aircraft in its entirety.
- A **Category C** AML issued with respect to complex motor-powered aircraft (**CMPA**) includes the privileges of a **Category C** AML with respect to **other than CMPA**.

The Category C licence is applicable to aeroplanes and helicopters and is divided into:

- Category C with respect to **complex motor-powered aircraft (CMPA)**
- Category C with respect to **other than complex motor-powered aircraft**.

## **2. BASIC KNOWLEDGE AND EXPERIENCE REQUIREMENTS**


In accordance with part 66.A.10, each basic category part 66 AML application must be supported by documentation demonstrating compliance with the applicable theoretical knowledge, practical training, and experience requirements at the time of application to the IAA.

If documentary evidence is not provided at the time of application, demonstrating that the knowledge, practical training, or experience requirements have been met for the category/subcategory of the AML being applied for, the IAA will be unable to process and issue an AML. Additionally, the associated fee will be non-refundable.

The IAA reserves the right to request original electronic or hardcopy experience, course and/or examination documentation evidence at any time from all applicants and AML holders in support of all current or past applications. Therefore, it is incumbent on AML holders and applicants to take reasonable care to retain original documentation used to support the AML which they are applying for or already hold. Failure to provide requested original documentation upon request may result in the IAA declining the issue of an AML, and in such instances the application fee will be non-refundable.

### **BASIC KNOWLEDGE REQUIREMENTS**

In accordance with the requirements of Part-66.A.25, the applicant for a Part 66 AML shall demonstrate by examination a level of knowledge of the related subject modules in accordance with Part 66. This means applicants shall provide documentary evidence in the form of EASA Form 148 examination certificates of recognition (COR) or equivalent acceptable to the IAA. The examination certificates

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should cover the subject modules appropriate to the category/subcategory being applied for.

Refer to tables 1, 2 and 3 of this PLAM for the basic module requirements for the categories and subcategories.

The basic knowledge examinations shall comply with the standard set out in Part 66 Appendix II (applicable to category A, B1, B2, B2L, B3 and C AMLs) or Appendix VIII (applicable to category L AMLs) and shall be conducted by either of the following:

- (1) a training organisation approved in accordance with Annex IV (Part-147).
- (2) the competent authority.
- (3) for category L licences, another organisation as agreed by the competent authority.

### **Examination Certificates over ten years old or not in an EASA Form 148 format.**

The basic knowledge examinations shall have been passed within 10 years prior to the application for an AML or the addition of a category or subcategory to such a licence. If the basic knowledge examinations have not been passed within that 10-year period, or if the certificates are not in an EASA Form 148 format. Then credits for basic knowledge examination equivalency may be alternatively obtained in accordance with Part-66.A.25 (d), by application to the IAA. This is possible by selecting the “*Examination Credit due equivalent exam certificates*” during the application process on the MYSRS platform. Applicants will be expected to upload the relevant examination certificates for which credit is sought. A credit report can only be issued when it has been established that the standards in force at the date of examination are equivalent to the Part 66 standards at the time of application. A fee will be applied per module review conducted by the IAA. If an application for examination credit is unsuccessful

The 10 years’ validity requirement applies to each individual module examination, except for those module examinations which were already passed as part of another AML category and the licence has already been issued.

The IAA requires all examination and course certificates to be verifiable by the issuing organisation or by the competent Authority with oversight responsibilities for the issuing organisation. Unverifiable certificates will not be accepted by IAA licensing for the purposes of issuing a Part 66 AML.

### **BASIC EXPERIENCE REQUIREMENTS**


In accordance with Part-66.A.30, an applicant for a Part 66 AML basic category/subcategory shall have acquired practical maintenance experience on operating aircraft as prescribed below :

#### **Category A, subcategories B1.2 and B1.4 and category B3**

- i) 3 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training or
- ii) 2 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the IAA as a skilled worker, in a technical trade; or
- iii) 1 year of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex Part 147.

#### **Category B2 and subcategories B1.1 and B1.3**

- i) 5 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training or

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- ii) 3 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the IAA as a skilled worker, in a technical trade; or
- iii) 2 years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147).

### Category B2L

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

### Category L


- i) 2 years of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities in the corresponding subcategory.
- ii) as a derogation from point (i), For L licence subcategories, other than L5: One 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 following limitation which shall be endorsed on the licence (Ref 66.A.45 (h) (3)):

'Excluding 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) and points 21L.A.62 and 21L.A.102 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 and standard repairs provided for in point 21.A.431B of Annex I (Part 21) and in point 21L.A.202 or point 21L.A.222 of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012.'

Note : The limitations referred to in 66.A.45(h)(ii) do not apply for subcategories L1C, L2C, L3H, L4H and L4G. The ratings on these licences can only be obtained after demonstration of the appropriate experience representative of the full scope of the licence subcategory.

### 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, in accordance with point 145.A.35 of Annex II (Part-145), 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, in accordance with point 145.A.35 of Annex II (Part-145), 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.

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- 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, or both support staff and certifying staff, in accordance with point 145.A.35 of Annex II (Part- 145), 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.

#### 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, in accordance with point 145.A.35 of Annex II (Part-145), 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 must be in a relevant technical discipline, issued by an Irish university or any other Irish higher educational institution recognized by the IAA. This includes a three or four-year degree from an Irish university or higher educational institute (QQI level 7/8). A technical discipline is defined as a degree with a syllabus with components that substantially align with the requirements of Part 66. Previously accepted technical disciplines include, but are not limited to, degrees in Mechanical, Electrical, Electronic, Aeronautical, Avionic, Aircraft Maintenance and Operations, and Aero Engineering. See Table 1 of this PLAM for the Basic Part 66 modular requirements for category C.

#### Maintenance Experience on Operating Aircraft Guidance :

- Maintenance experience shall be practical experience and should demonstrate involvement in maintenance tasks as relevant to the licence category/subcategory being sought and be performed on actual aircraft operated by airlines, air taxi organisations, aero clubs, owners etc.
- shall involve a representative cross section of maintenance tasks on aircraft. It should cover a wide range of ATA chapter tasks in length, complexity, and variety and in the case of an extension to a licence the experience should be in the difference from the licence category held to the licence category sought. The experience must align with the privileges of the AML category as defined by Part 66.A.20. In the case of the category B2L licence, the sentence “a representative cross section of maintenance tasks on aircraft” refers to the person that has carried out some maintenance tasks that are representative of the systems corresponding to the system ratings for which he/she applies (see 66.A.3). These tasks may include troubleshooting, modifications, or repairs.
- Depending on the category of the AML, the following activities are considered relevant for maintenance experience: Servicing; Inspection; Operational and functional testing; Troubleshooting; Repairing; Modifying; Removal/Installation of components.
- may be gained within different types of maintenance organisations (Part-145, M.A. Subpart F, Part-CAO, FAR-145, etc.) or under the supervision of independent certifying staff (This should be an EASA Part 66 licence holder type rated on the aircraft being worked on, and pre-accepted by IAA Licensing in advance of application). See requirements for experience in a non – EASA maintenance environment below.



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### Requirements for experience gained in a non-EASA maintenance environment:

- Experience in aircraft maintenance gained in organisations not approved in accordance with Regulation (EU) No 1321/2014, Annexes II (Part-145) or Vd (Part-CAO) may be recognised when such maintenance is equivalent to that required by Annex III (Part 66) as established by IAA.


However, demonstration of additional experience in organisations approved in accordance with Regulation (EU) No 1321/2014, Annexes II or Vd or under the supervision of independent certifying staff (approved by IAA in advance), shall be required.

- If IAA has established that the experience gained outside an aircraft maintenance organisation approved in accordance with Part-145 or Part-CAO is equivalent to that required by Part-66, the minimum additional experience in aircraft maintenance organisation(s) that is (are) approved in accordance with Part-145 or Part-CAO should be:
  - 12 months for categories B1, B2, B2L, B3 & C.
  - 6 months for categories A and L.

Refer to Part 66.A.30 (e) and associated AMC .

### Recent Experience Requirements

- At least 1 year of the required experience shall be recent maintenance experience on aircraft of the category/subcategory for which the initial AML is sought. For subsequent category/subcategory additions to an existing AML, the additional recent maintenance experience required may be less than 1 year but shall be at least 3 months. The required experience shall be dependent upon the difference between the licence category/subcategory held and applied for. Such additional experience shall be typical of the new licence category/subcategory sought.
- 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 AML. 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 Part 66.A.30 must be obtained within the 10 years prior to the application as required by Part [66.A.30\(f\)](#).
- An applicant for an extension to an AML 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 Annex III (Part-66).
- Applicants claiming the maximum reduction in 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) experience requirement by virtue of experience in non-civil aircraft maintenance experience gained in organisations not approved in accordance with Annexes II (Part-145) or Vd (Part-CAO). The applicant for such recognition may be subject to the cost related to the review of such experience. The IAA in recognising such experience

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in a letter of recognition 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 authorised person within the organisation and pre-accepted by IAA PL. Demonstration of additional experience in organisations approved in accordance with Annexes II or Vd or under the supervision of independent certifying staff, shall be required. The minimum experience required is specified in the section of this PLAM titled “Requirements for experience gained in a non-EASA maintenance environment”.

### Documentation of Maintenance Experience:

Maintenance experience should be documented in a way that provides a clear understanding of where, when, and what maintenance was performed. The experience record should ideally only include experience relevant to the category being applied for. It is preferable that the recorded experience is in an IAA logbook (RPPL.F.054B) format or an equivalent document acceptable to IAA.


### Minimum Requirements for Experience Logbook:

Logbooks intended for submission to IAA should include the following details:

- i) Personal Information:**  
Full name; Place of birth; Date of birth; Nationality; AML No (if applicable); Home address
- ii) Employment Record:**  
Name and address of each employer; Employment dates; Verification of employment by the employer
- iii) Maintenance Task Details:**  
Date each maintenance task was conducted; Aircraft type and registration; Details of the actual maintenance work performed; Category of maintenance experience (e.g., B1.1, B2, A1.1, L2, etc.); Relevant ATA chapter reference; Job card/work order, aircraft technical log number, etc.
- iv) Task Verification:**  
Individual task verification sign-off by the engineer responsible for the task at support staff or certifying staff level, as applicable depending on the release-to-service procedure in the organisation in which the experience was gained.  
  
Note: Task verification sign-off by the responsible engineer should occur as soon as practicable after task completion. A blanket signature across a range of tasks done on varying dates is not acceptable.
- v) Declaration:**  
A declaration with wet ink signature signed and dated by the logbook holder on each page stating: “I hereby declare that the information given in this logbook is true in every respect.”
- vi) Logbook Formatting:**  
Each page of the logbook should have the holder’s name clearly recorded and be numbered sequentially.

All logbook entries must be clearly legible.

**Note:** Applicants can submit other documents, like electronic work reports, which are unique and directly identifiable to themselves. Each page must be countersigned by the approved Quality Manager of the maintenance organization or a person pre-acceptable to the IAA. Additionally, a statement on company letterhead must confirm that the documentation accurately reflects maintenance work you were physically and practically involved in on an actual operating aircraft while employed by the organization.

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### 3. APPLICATION FOR THE ISSUE OF A PART-66 AML

#### Effective Certification, Oversight and Enforcement of Licences Issued by the IAA

Article 62 of Regulation (EU) 2018/1139, in relation to certification, oversight and enforcement of EASA licences, requires the IAA to ensure effective oversight and enforcement, which is only possible for individuals who are either resident in the State, or where an employment connection can be established with an organisation established in the State.

Accordingly, it is not always possible to process certain licence applications, in circumstances where the IAA is not able to meet its responsibilities to provide for adequate oversight and enforcement.

#### Pre-application preparation

Potential applicants should establish their eligibility to apply for a Part 66 AML prior to application. They should also ensure that they meet the experience requirements in terms of both duration and nature of the maintenance experience relevant to the privileges of the category/subcategory of AML being applied for. For example, an applicant for an initial category B1 AML who doesn't meet the time requirement or doesn't provide sufficient structural experience in repair, inspection and protection of metal and composite structure or experience in electrical systems and or electrical standard practices etc. (ref GM1 66.A.20(a) Privileges) is unlikely to be successful in obtaining an AML. Refer to the Table 5 of this PLAM includes a list of potential factors which could impact Part 66 AML Issuance by IAA.

#### Register an account with MySRS

With effect from August 5, 2024, it is mandatory to sign up for an IAA MySRS account for all Part 66 AML applications, amendments, renewals, and licence-related queries. From that date, all applications will be processed via the MySRS platform, and licences will be issued in digital format. Paper-based licences will no longer be issued.

For details on how to register for MySRS and submit an online application or raise a query, refer to IAA **AM-038** titled: *"Transition to MySRS for Part 66 Aircraft Maintenance Licence Applications"*.


#### Prepare documentation for Application via MySRS

Upon successful registration, applicants may apply to IAA for the initial issue, renewal, amendment, verification, and transfer of state of a Part-66 AML.

Before applying for a Part-66 AML via MySRS, applicants should ensure they have the relevant original documents converted to PDF format and ready for upload to the platform. These documents may include:

- Certificates of recognition for approved Part-147 basic training courses and/or examinations, or equivalent documents acceptable to IAA licensing.
- Certificates of recognition for Part-147 approved aircraft type rating training, or equivalents acceptable to IAA licensing.
- Certificates of apprenticeship training acceptable to IAA licensing.
- Work experience logbooks and supporting documentation.
- Basic Experience Record verification declaration and verification form.
- OJT logbooks/schedules approved and acceptable to the authority.
- The IAA interactive experience Matrix . (Downloaded as an excell from the MySRS platform as part of the application process).
- Any additional documents supporting the application, such as electronic work reports.

Please note that not all documents may be required for every application. Applicants should ensure they have the necessary documents relevant to their specific application ready for upload.

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### Upload documents to MySRS.

Each document should be saved and uploaded to MySRS as a standalone file. For example, each certificate of recognition should be saved independently and not collectively. If there are 10 basic module examination certificates, each certificate should be uploaded separately. Similarly, if there is more than one logbook, each should be uploaded separately. The file name of each saved file should also be labelled by the applicant prior to uploading to MySRS for ease of identification.

Certificates of recognition uploaded to the MySRS system are subject to verification by the IAA. Certain certificates issued and signed electronically will be accepted provided they meet the required European standards. Copies of uploaded certificates may require verification directly from the issuing Part-147 organization, and the applicant may be requested to submit the original documents by post to IAA Personnel licensing.

If a certificate has passed its expiry date and is no longer valid at the time of application, a notification may be issued to advise of this. In the case of a basic examination certificate, examination credit may be sought separately from the IAA.

During the MySRS application process, an applicant will be prompted to download the following:

- an interactive experience matrix in excell format for self-assessment to be completed by the applicant ; and,
- a Basic Experience Record Verification Form to be completed by the applicant and the relevant Quality/Compliance/Safety Manager of each organisation in which the experience was gained.

Once completed the documents above need to be uploaded to the MySRS platform in support of the application. Samples of the documents referred to above can be viewed in section 6 & 8 of this PLAM. Applicants are recommended to familiarize themselves with the documents before applying for an AML via MySRS.

### Historic Experience Guidance

For historic experience gained at previous organisations where the applicant is no longer employed, verification must be provided by the Quality Manager or an equivalent signatory acceptable to the authority from each organization where the experience was acquired. This verification should be completed using the 'Basic Experience Record Form' attached to the appendix of this PLAM. Once completed, the form should be uploaded along with the related experience logbook to MySRS.

Logbooks should be in the IAA AML logbook format or an equivalent pre-acceptable to the authority.


Each application is provided with a unique reference number and applicants will be able to monitor the progress of a licence application from within the MySRS platform. Note that any communication from IAA specific to an individual application shall be conducted through the MySRS platform. An advisory email will be sent to an applicant's advising them to log into MySRS to view the details of any message posted to MySRS .

Original documentation may be required to be inspected prior to completion of an application and such documentation should be forwarded to:

**Engineer Licensing Section, Personnel Licensing Division, Irish Aviation Authority, The Times Building, 11–12 D'Olier Street , Dublin 2, D02 T449, Ireland**


The following information should be included with the original documentation to connect it with the MySRS application :

- MySRS Application Reference Number & • Specific address for return of original documentation if different from the applicant's address listed in MySRS.

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#### 4. FEES

- Fees for obtaining a Part-66 AML shall be paid in Euro (€) and are outlined in the [IAA Schedule of Charges – Schedule 4 – Personnel Licensing](#).
- Billing will be processed via the MySRS platform.
- Fees are paid in advance of all Part-66 AML application processing.
- If an application is withdrawn or not successful, the fee is not refunded.

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## 5. Tables


**Table 1 Basic Knowledge Requirements for Basic Categories (other than Category L)**

Qualification on basic subjects for each AML category or subcategory shall be in accordance with the following matrix, where applicable subjects are indicated by an 'X,' while 'n/a' means that the subject module is neither applicable nor required.								
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-pressurised aeroplanes MTOM ≤ 2000 kg.			
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. Electronic 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 & 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 & 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 & Systems	n/a	n/a	X	X	n/a	n/a	n/a	
13. Aircraft Aerodynamics, Structures & 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 Engine	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	

This table is provided as a guide. Please refer to Part-66 for the latest information. In case of any discrepancies between this document and the Regulation, the Regulation takes precedence.


\* See Table 2 for submodules of module 13 required for the basic B2L per system ratings.

\*\* The B2L examination for Module 14 is only applicable to the 'Instruments' and 'Airframe Systems' ratings.

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**Table 2 Basic knowledge - Module 13 - submodule breakdown for individual B2L system ratings**


Qualifications on basic subjects for each Part-66 AML 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.	
<b>Category B2L System Ratings - Module 13 submodule requirements</b>	
<b>System Ratings</b>	<b>Submodules</b>
Basic requirements	13.1, 13.2, 13.5 and 13.9
Communication/Navigation	13.4 (a)
Instruments	13.8
Autoflight	13.3 and 13.7
Surveillance	13.4 (b)
Airframe Systems	13.11 to 13.16, 13.18 13.19
This table is provided as a guide. Please refer to Part-66 for the latest information. In case of any discrepancies between this document and the Regulation, the Regulation takes precedence.	
See Table 1 for guidance on all modules required for category B2L.	

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**Table 3 Basic Knowledge Modules requirement for L subcategories**

The modules required for each aircraft licence subcategory/category shall be in accordance with the following matrix. Where applicable, the subject modules are indicated by an 'X,' while 'n/a' means that the subject module is not applicable nor required.										
The basic knowledge requirement for L5 shall be the same as for any B1 subcategory (as indicated in Appendix I) plus other modules as shown in the matrix.										
		<b>Licence subcategories</b>								
		<b>Composite Sailplanes</b>	<b>Sailplanes</b>	<b>Composite powered Sailplanes and Composite ELA1 Aeroplanes</b>	<b>Powered Sailplanes and ELA1 Aeroplanes</b>	<b>Hot-Air Balloons</b>	<b>Gas Balloons</b>	<b>Hot-Air Airships</b>	<b>ELA2 Gas Airships</b>	<b>Gas Airships above ELA2</b>
<b>Subject modules</b>		<b>L1C</b>	<b>L1</b>	<b>L2C</b>	<b>L2</b>	<b>L3H</b>	<b>L3G</b>	<b>L4H</b>	<b>L4G</b>	<b>L5</b>
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	Airframe 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	Balloon- hot- air ballons	n/a	n/a	n/a	n/a	X	n/a	X	n/a	n/a
10L	Balloons - gas (free/tethered) ballons	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
This table is provided as a guide. Please refer to Part-66 for the latest information. In case of any discrepancies between this document and the Regulation, the Regulation takes precedence.										
*Only applicable propulsion subjects of Module 8L are required: these depend on the B1 subcategory the applicant comes from.										




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**Table 1 Experience (months) for adding a new category or subcategory to an existing Part 66 AML.**

This Table shows the experience requirements, in **months**, for adding a new category or subcategory to a licence granted in accordance with Annex III (Part-66). The experience requirements can be reduced by 50 % if the applicant has completed an approved Part-147 basic training course relevant to a particular subcategory


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


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**Table 5 Factors Impacting Part 66 AML Issuance by IAA**


This table lists factors that could prevent the successful application for and issuance of a Part 66 Aircraft Maintenance Licence (AML) by IAA Personnel Licensing (IAA). Please note that this list is not exhaustive and is subject to changes in regulatory requirements or IAA policy.	
Code	Description
<b>1</b>	<b>Ineligible Application</b>
<b>1.1</b>	No evidence of applicant being resident in the state or an employment connection with an organisation within the state. (ref Article 62 of Regulation (EU) 2018/1139.
<b>1.2</b>	Applicant < 18 years of age on date of application.
<b>1.3</b>	Applicant previously applied for and/ or holds another Part 66 AML issued by another EU Member State.
<b>1.4</b>	Applicant previously held a Part 66 AML issued in another EU member state which was revoked or suspended.
<b>2</b>	<b>Basic Experience Recording Unacceptable</b>
<b>2.1</b>	Logbook contents or elements thereof illegible.
<b>2.2</b>	Logbook format not to IAA standards or acceptable equivalent.
<b>2.3</b>	Logbook holder name & signature missing or incorrect on each page of the logbook/experience.
<b>2.4</b>	Declaration on each logbook page not signed and dated by logbook holder.
<b>2.5</b>	Aircraft /engine type and or registration not recorded.
<b>2.6</b>	Relevant category/subcategory <u>not</u> recorded <u>correctly</u> against logbook task/s (B1, B2 etc).
<b>2.7</b>	Experience/Task description unclear or ambiguous.
<b>2.8</b>	No workorder/job card /tech or flight log number reference recorded. (Untraceable tasks).
<b>2.9</b>	No Air Transport Association ( <b>ATA</b> ) chapter codes recorded against individual logbook tasks.
<b>2.10</b>	Logbook tasks not signed/stamped & verified by an authorised engineer/supervisor.
<b>2.11</b>	Missing or unverifiable signatures and stamps.
<b>2.12</b>	Experience dates not recorded against each task.
<b>2.13</b>	Location of experience not identified or verified by employer.
<b>2.14</b>	Changes made to task entries in a logbook post task verification by the authorized supervising engineer .
<b>2.15</b>	Inconsistent Entries: Discrepancy between recorded experience tasks and original maintenance documents
<b>3</b>	<b>Basic Experience Unacceptable</b>

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3.1	Basic experience unverifiable by employer Quality department.
3.2	Basic experience authenticity unproven by applicant or disproven by employer beyond reasonable doubt.
3.3	Total duration of basic experience <u>not</u> met for the category/subcategory being applied for.
3.4	Duration of <u>recent</u> basic experience <u>not</u> met.
3.5	Range of maintenance basic experience activities relevant to category of AML being applied for not sufficiently demonstrated (e.g., insufficient tasks recorded relating to one or more of the following activities: servicing; Inspection; Operational and functional testing; Troubleshooting; Repairing; Changing component. Modifying etc.
3.6	Insufficient basic experience relevant to the privileges of the category of AML. (ref 66.A.20)
3.7	Insufficient basic experience across a range of aircraft airframe systems/ATA chapters
3.8	Basic experience in organisations not approved in accordance with (EU) No 1321/2014, Annexes II (Part-145) or Vd (Part-CAO) and not recognised by IAA as maintenance equivalent required by Annex III (Part 66).
3.9	Insufficient minimum experience in aircraft maintenance organisation(s) that is (are) approved in accordance with Part-145 or Part-CAO should be:  12 months for categories B1, B2, B2L, B3 & C and 6 months for categories A and L.
3.10	Basic experience not gained in an approved organisation i.e. EASA Part 145, EASA Part M subpart (f), or equivalent such as FAR-145, Transport Canada approved org and Australian Part 145.
3.11	Basic experience not on operating aircraft in a maintenance environment.
3.12	Basic experience gained in a suspect organisation i.e. unapproved or suspended or revoked approval etc.
3.13	Basic experience unverified by relevant organisation in which it was gained Quality department Manager (EASA Form 4 holder or equivalent).
4	<b>Basic knowledge Unacceptable</b>
4.1	Incomplete suite of Basic knowledge module examination and/or course/s Certificates of Recognition (CoR) relevant to the category/subcategory being applied for.
4.2	Basic Knowledge examination and/or course CoRs not in an approved Form 148 format or acceptable equivalent.
4.3	Basic knowledge examination and/or course CoRs not issued by an approved Part 147 organisation or equivalent.
4.4	Basic knowledge examination CoRs expired with no evidence of examination credit (The training courses and examinations shall have been passed within 10 years prior to the application for an AML) .
4.5	Discrepancy between basic knowledge examination /course CoR details and applicant details. i.e. Place of Birth, Date of Birth, Name surname.

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4.6	Basic knowledge examination and/or course CoR listed on an IAA or other NAA/EASA Part 147 organisation suspect list.
4.7	Basic knowledge examination and/or course CoRs authenticity unverifiable.
4.8	Technical qualification ineligible for examination credit. i.e. non-Irish academic degree or Irish military apprenticeship etc.
4.9	Fraudulent Basic knowledge examination and/or course CoRs.
5	<b>Aircraft Type Knowledge training (Theory) Unacceptable.</b>
5.1	Type training course & examination (Theory) CoR not in an approved EASA Form 149 format.
5.2	Type training course & examination (Theory) CoRs expired (older than 3 years from start of training date commencement to date of application).
5.3	Type training course & examination (Theory) not conducted by an approved Part 147 or equivalent.
5.4	Type training course & examination (Theory) on IAA or other NAA/EASA Part 147 organisation or individual suspect list.
5.5	Type training course & examination (Theory) CoRs authenticity unverifiable.
5.6	Type training course & examination (Theory) not to the level and or duration required for the relevant type rating category being applied for.
5.7	Type training course & examination (Theory) CoRs incomplete where aircraft type differences training may also be required.
5.8	Type training course & examination (Theory) CoRs not relevant to category and aircraft rating being applied for.
5.9	Fraudulent Type training course & examination (Theory) CoRs.
6	<b>Aircraft Type Knowledge Training/Experience (Practical) Unacceptable.</b>
6.1	Type training course & examination (Practical) CoR illegible.
6.2	Type training course & examination (Practical) CoR training commencement date precedes theory training commencement date.
6.3	Type training course & examination (Practical) CoR not in an approved EASA Form 149 format.
6.5	Type training course & examination (Practical) not conducted by an approved Part 147 or equivalent.
6.6	Type training course & examination (Practical) on IAA or other NAA/EASA Part 147 organisation or individual suspect list.
6.7	Type training course & examination (Practical) CoRs authenticity unverifiable.
6.8	Type training course & examination/assessment (Practical) not to the level and or duration required for the relevant type rating category being applied for.

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<b>6.9</b>	Type training course & examination (Practical) CoRs incomplete where aircraft type differences training may also be required.
<b>6.10</b>	Type training course & examination (Practical) CoRs not relevant to category and aircraft rating being applied for.
<b>6.11</b>	Fraudulent Type training course & examination (Practical) CoRs.
<b>7</b>	<b>OJT Unacceptable (1<sup>st</sup> type Rating in a Category/Subcategory).</b>
<b>7.1</b>	OJT not approved or accepted by an EU member state competent authority.
<b>7.2</b>	OJT not compliant with Part 66 section 6 of Appendix III - Aircraft type training & examination standard- On the job training.

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## 6. Basic Experience Record Verification Form

	Form No. RPPL.F.054EV AMDT No. 2 Page No. 1 of 1 Issue Date: 15-Feb-2024	<b>BASIC EXPERIENCE RECORD VERIFICATION</b>
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Please complete the form in BLOCK CAPITALS.

### 1. Applicant Details

Name of Applicant: ..... Licence / Reference No. (if Known) .....

Date of Birth of Applicant ..... Place of Birth of Applicant .....

Contact Tel. No. .... E-Mail: .....

Basic Licence category applied for (tick as applicable)

Category A  Category B1  Category B2

### 2. Applicant Declaration

I, the above-named applicant confirm that the basic experience record that I have presented to the undersigned for verification has been completed by me in full at the organisation listed below. I understand that it is an offence for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence, whether for that person or any other person. This offence is punishable on summary conviction by a fine up to €5,000, or to imprisonment for a term not exceeding 6 months or to both, or on conviction on indictment with a fine or up to €500,000, or to imprisonment for a term not exceeding 3 years or to both.

Name of Applicant (in block letters): ..... Signature of Applicant: .....

Date of Declaration: .....

### 3. Organisation Declaration

I, the undersigned, a representative of the quality / compliance / safety (delete as appropriate) department so authorised to do so, hereby confirm the experience record presented by the applicant named above was performed in the organisation detailed below between the dates outlined below.

Name of Applicant on Experience Record: ..... Location of Organisation: .....

Start date of Experience Record: ..... End date of Experience Record: .....

Name of Organisation (in block letters): ..... Location of Organisation: .....

Approval Number of Organisation (in block letters): ..... Organisation Stamp: .....

Name of Verifier (in block letters): ..... Position of Verifier in Organisation: .....

Signature of Verifier: ..... Date of Verification: .....

Email address: .....


#### IAA Summary Privacy Notice

##### How will we use your information?

The information you provide to us via this form will be used to enable us to process the licence application you will make related to the experience record. We will not disclose any of your information to any organisation without your explicit consent, except where we are obliged to do so under relevant EU and Irish legislation, or to comply with law enforcement agencies or to verify declarations made in this form.

##### Where can you find out more?

To find out more about how the IAA respects your privacy, please read our detailed privacy notice at <https://www.iaa.ie/home/footer-tools/privacy> or contact our Data Protection Officer at [dataprotection@iaa.ie](mailto:dataprotection@iaa.ie), or write to Data Protection Officer, Irish Aviation Authority, The Times Building, 11-12 D'Olier Street, Dublin 2, D02 T449.

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: 1 Area: AML Date: 23.07.2024	
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## 7. Image of My SRS Interactive Experience matrix


### Interactive Basic Experience Matrix

1	Name:	
2	Did you complete a Part 147 Basic training course?	
3	Are you considered a Skilled worker ?	
4	What is the licence category being sought ?	
5	What is the period of your basic experience	2014-2024
	Are there 24 weeks in the 12 months prior to application?	

Required weeks of experience

?

Result: Not ready for submission



Time of Application

↓

Year	2014	2015	2016	2017	2018	Year	2019	2020	2021	2022	2023	2024	Year
January						January							January
February						February							February
March						March							March
April						April							April
May						May							May
June						June							June
July						July							July
August						August							August
September						September							September
October						October							October
November						November							November
December						December							December
<b>Total number of tasks</b>	0	0	0	0	0		0	0	0	0	0	0	
<b>Total creditable weeks per</b>	0	0	0	0	0		0	0	0	0	0	0	
<b>Total weeks of experience</b>	0												

**Instructions for use**

- Select the correct answer for questions 1 to 5 in the blue boxes.
- The required weeks of experience and years will be displayed.
- Enter the number of tasks performed each week. You must have completed at least one task in that week. A minimum two tasks per week will constitute as one creditable week.
- The creditable weeks will automatically total. When the required experience has been reached the result will show "Ready for Submission".