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Issue 11
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Focal: AML

SAFETY REGULATION DIVISION
**PERSONNEL LICENSING
ADVISORY MEMORANDUM**

TITLE | **ISSUE OF A PART -66 AML**

This PLAM is issued for informational purposes only, it does not amend or supersede the applicable regulation, if any doubt exists please refer directly to the applicable regulation.

INTRODUCTION

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').

The procedure for conversion of protected rights and for removal of limitations is outlined in PLAM No. 01-02.

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:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:298:0001:0124:EN:PDF>

Part-66 AIRCRAFT MAINTENANCE LICENCE CATEGORIES

Category A certifying mechanics will be qualified to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification, as specified in Part-145, within the limits of tasks specifically endorsed on his/her Part-145 authorisation.

Category B line maintenance certifying technicians will be qualified, as either Mechanical (B1) or Avionics (B2), to carry out unscheduled defect rectification and scheduled maintenance checks within the coverage of his/her licence in accordance with Part M and Part-145 authorisation. Base maintenance technicians qualified to B1 or B2 level will be required in base maintenance to support the category C certifying staff. Category B3 is applicable to piston-engine non-pressurised aeroplanes of 2000kg MTOM and below.

Category C base maintenance certifying engineers will be qualified to 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.

The A and B1 Mechanical licence has 4 sub-categories;

A1 & B1.1	Turbine engaged aeroplanes
A2 & B1.2	Piston engaged aeroplanes
A3 & B1.3	Turbine engaged helicopters
A4 & B1.4	Piston engaged helicopters

For each sub-category the licence coverage includes airframe, engine and electrical systems. There is also some provision for the certification of work on avionics systems.

The B2 avionics licence has no subcategories and covers both fixed wing aeroplanes and helicopters.



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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, examination credits may however be obtained iaw Part 66.A.25 (c).

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 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

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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/sub-category 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.

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.

Completion of the FAS 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 FAS 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



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has recognised such non-civil 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 Category A the additional experience of civil aircraft maintenance should be a minimum of 6 months. For category B1, B2 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 (FETEC 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

APPLICATION FOR ISSUE OF A Part-66 AML

Application forms (EASA Form 19) are available from the Personnel Licensing Office, Irish Aviation Authority, The Times Building, 11-12 D'Olier Street, Dublin 2.

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 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	X
2. Physics	X	X	X	X	X	X	X	X	X	X	X
3. Electrical Fundamentals	X	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