



COMMISSION IMPLEMENTING REGULATION (EU) 2025/111

of 23 January 2025

amending Regulation (EU) No 1321/2014 as regards continuing airworthiness for electric- and hybrid-propulsion aircraft and other non-conventional aircraft

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91⁽¹⁾, and in particular Article 17(1), point (b) and points (d) to (f), thereof,

Whereas:

- (1) Commission Regulation (EU) No 1321/2014⁽²⁾ lays down the requirements for the continuing airworthiness of aircraft, including the qualifications and licences of the personnel responsible for the release to service of products after maintenance.
- (2) Regulation (EU) No 1321/2014 explicitly specifies the aircraft categories to which the requirements apply, namely aeroplane, helicopter or rotorcraft, sailplane, balloon and airship. There exist certain non-conventional aircraft, primarily emerging from recent industrial developments, referred to as new air mobility aircraft, which do not fit within any of the aforementioned aircraft categories. This creates legal uncertainty regarding the applicability of specific aspects of the current regulatory framework to these aircraft. In addition, existing alleviations covered by Regulation (EU) No 1321/2014 applicable to aircraft of comparable safety risk should also be extended to non-conventional aircraft by analogy.
- (3) Similarly, there are regulatory gaps stemming from the fact that Regulation (EU) No 1321/2014 is sometimes prescriptive on the aircraft power plant, only considering piston and turbine engines as power plants for aeroplanes and helicopters. This is not in line with new industrial developments that consider other power plants, such as electrical engines or hybrid ones. It is also necessary to cater for a smooth transition for the new rules so that they do not impede the introduction of small electrical aeroplanes, in particular in respect of their aircraft maintenance license.
- (4) In order to address those regulatory gaps, requirements should apply to any current or future aircraft developments and their power plants.
- (5) By considering all tilt-rotors as complex motor-powered aircraft, Regulation (EU) No 1321/2014 was not commensurate for the simplest ones as stringent requirements applicable to any complex motor-powered aircraft was also applicable to the simplest tilt-rotors, for which less stringent requirements should apply by comparison with simple aircraft of other categories, namely aeroplanes and helicopters. Therefore the definition of complex motor-powered aircraft should therefore be amended
- (6) Regulation (EU) No 1321/2014 should therefore be amended accordingly.

⁽¹⁾ OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>.

⁽²⁾ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1, ELI: <http://data.europa.eu/eli/reg/2014/1321/oj>).

- (7) The amendments are based on Opinion No 04/2024 ⁽⁷⁾ of the European Union Aviation Safety Agency in accordance with Article 75(2), point (b), and Article 76(1) of Regulation (EU) 2018/1139.
- (8) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 1321/2014 is amended as follows:

- (1) Article 2 is amended as follows:

- (a) the first sentence is replaced by the following:

‘For the purposes of this Regulation, the following definitions shall apply:’;

- (b) point (u) is replaced by the following:

‘(u) “complex motor-powered aircraft” means:

- (i) an aeroplane:

- with a maximum certified take-off mass exceeding 5 700 kg, or
- certified for a maximum passenger seating configuration of more than 19, or
- certified 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 certified:

- 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 non-conventional aircraft certified:

- for a maximum take-off mass exceeding 5 700 kg, or
- for a maximum take-off mass exceeding 3 175 kg if it can maintain zero horizontal speed in flight, or
- for a maximum passenger seating configuration of more than nine.’;

- (c) the following points (v), (w), (x) and (y) are added:

‘(v) “aeroplane” means an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings;

(w) “rotorcraft” means a power-driven, heavier-than-air aircraft that depends principally for its support in flight on the lift generated by up to two rotors;

(x) “helicopter” means a type of rotorcraft supported in flight chiefly by the reactions of the air on up to two power-driven rotors on substantially vertical axes;

⁽⁷⁾ Opinion 04/2024 of 19 June 2024 of the European Union Aviation Safety Agency, New air mobility – Continuing airworthiness rules for electric- and hybrid-propulsion aircraft and other non-conventional aircraft (Subtask 1).

(y) “non-conventional aircraft” means an aircraft other than an aeroplane, helicopter, sailplane, balloon or airship;’

(2) in Article 3, paragraphs 2 and 3 are replaced by the following:

‘2. The requirements of Annex Vb (Part-ML) shall apply to the following other than complex motor-powered aircraft:

- (a) aeroplanes of 2 730 kg maximum take-off mass or less;
- (b) helicopters of 1 200 kg maximum take-off mass or less, certified for a maximum of up to four occupants;’
- (c) other ELA2 aircraft;
- (d) non-conventional aircraft with a maximum take-off mass of:
 - (i) 1 200 kg or less if they can maintain zero horizontal speed in flight; or
 - (ii) 2 730 kg or less for other than those in point (i).

Where an aircraft referred to in the first subparagraph is listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008, the requirements of Annex I (Part-M) to this Regulation shall apply.

3. In order to be listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008, an aircraft referred to in paragraph 2, first subparagraph, shall comply with all of the following requirements:

- (a) its aircraft maintenance programme has been approved by the competent authority in accordance with point M.A.302 of Annex I (Part-M);
- (b) due maintenance required by the maintenance programme referred to in point (a) has been performed and certified in accordance with point 145.A.48 and 145.A.50 of Annex II (Part-145);
- (c) an airworthiness review has been performed and a new airworthiness review certificate has been issued in accordance with point M.A.901 of Annex I (Part-M).’;

(3) in Article 5, the following paragraph 8 is added:

‘8. By way of derogation from points 66.A.3(1)(b) and 66.A.45(a) of Annex III (Part-66), until 13 February 2028, an aeroplane with electric power plant and MTOM below 5 700 kg may be endorsed in a licence with subcategory B1.1 or B1.2 when:

- (a) the licence holder has at least 6 months of maintenance experience on aircraft covered by the licence (sub) category within the last 24 months;
- (b) the aeroplane being endorsed is not the first aeroplane endorsed for the relevant (sub)category; and
- (c) the licence holder has followed aircraft type training in accordance with Appendix III to Annex III (Part-66), followed the procedure for the direct approval of aircraft type training in point 66.B.130 of Annex III (Part-66) or followed the procedure described in point 66.A.45(da) of Annex III (Part-66);

- (4) Annex I (Part-M) is amended in accordance with Annex I to this Regulation;
- (5) Annex II (Part-145) is amended in accordance with Annex II to this Regulation;
- (6) Annex III (Part-66) is amended in accordance with Annex III to this Regulation;
- (7) Annex IV (Part-147) is amended in accordance with Annex IV to this Regulation;
- (8) Annex Vb (Part-ML) is amended in accordance with Annex V to this Regulation;
- (9) Annex Vd (Part-CAO) is amended in accordance with Annex VI to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 13 February 2026.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 23 January 2025.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

In Appendix VII to Annex I (Part-M) to Regulation (EU) No 1321/2014, the following points 3a and 3b are inserted:

- ‘3a. The performance of maintenance on the power plant that would require disassembly of engine(s), main batteries or fuel cell(s), other than removing them from the aircraft and reinstalling them back (including removal/installation of engine bearings).
 - 3b. The performance of maintenance on high-pressure reservoirs and components belonging to high-pressure lines/systems related to the power plant.’
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ANNEX II

Annex II (Part-145) to Regulation (EU) No 1321/2014 is amended as follows:

(1) in point (h)(2) of point 145.A.30, point (ii) is replaced by the following:

‘(ii) appropriate aircraft-rated certifying staff, qualified in category C or L5, as applicable, and assisted by support staff, as set out in point 145.A.35(a)(1).’;

(2) in Appendix II, points (l) and (m) are replaced by the following:

‘(l) Table

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes above 5 700 kg maximum take-off mass (MTOM)	[Shall state the aeroplane manufacturer or the group or series or type and/or the maintenance tasks] <i>Example: Airbus A320 Series</i>	[YES/NO] (*)	[YES/NO] (*)
	A2 Aeroplanes of 5 700 kg MTOM and below	[Shall state the aeroplane manufacturer or the group or series or type and/or the maintenance tasks] <i>Example: DHC-6 Twin Otter Series</i> State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO] (*)	[YES/NO] (*)
	A3 Helicopters	[Shall state the helicopter manufacturer or the group or series or type and/or the maintenance task(s)] <i>Example: Robinson R44</i> State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO] (*)	[YES/NO] (*)
	A4 Aircraft other than A1, A2 and A3 aircraft	[Shall state the aircraft category (sailplane, balloon, airship, etc.) when applicable, the manufacturer or group or series or type and/or the maintenance task(s)] State whether the issuing of airworthiness review certificates is authorised (only possible for aircraft covered by Annex Vb (Part-ML))	[YES/NO] (*)	[YES/NO] (*)
ENGINES	B1 Turbine	[Shall state the engine series or type and/or the maintenance task(s)] <i>Example: PT6A Series</i>		
	B2 Piston	[Shall state the engine manufacturer or group or series or type and/or the maintenance task(s)]		
	B3 APU	[Shall state the engine manufacturer or series or type and/or the maintenance task(s)]		
	B4 Engines other than B1, B2 and B3	[Shall state the engine manufacturer or group or series or type and/or the maintenance task(s)]		

CLASS	RATING	LIMITATION	BASE	LINE
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 Air Cond & Press	[Shall state the aircraft type or aircraft manufacturer or component manufacturer or the particular component and/or cross-refer to a capability list in the exposition and/or the maintenance task(s)] <i>Example: PT6A Fuel Control</i>		
	C2 Auto Flight			
	C3 Comms and Nav			
	C4 Doors – Hatches			
	C5 Electrical Power & Lights			
	C6 Equipment			
	C7 Engine – APU			
	C8 Flight Controls			
	C9 Fuel			
	C10 Rotorcraft – Rotors			
	C11 Rotorcraft – Trans			
	C12 Hydraulic Power			
	C13 Indicating – recording system			
	C14 Landing Gear			
	C15 Oxygen			
	C16 Propellers			

CLASS	RATING	LIMITATION	BASE	LINE
	C17 Pneumatic & Vacuum			
	C18 Protection ice/rain/fire			
	C19 Windows			
	C20 Structural			
	C21 Water ballast			
	C22 Propulsion Augmentation			
	C23 Other			
SPECIALISED SERVICES	D1 Non-Destructive Testing	[Shall state particular NDT method(s)]		
(*) – Delete as appropriate				

- (m) A maintenance organisation which employs only one person to both plan and carry out all its maintenance activities can only hold limited terms of approval. The maximum permissible limits are as follows:

CLASS	RATING	LIMITATION
AIRCRAFT	A2	AEROPLANES of 5 700 KG MTOM OR LESS WITH PISTON ENGINE or ELECTRIC POWER PLANT WITH NO FUEL CELL
AIRCRAFT	A3	HELICOPTERS of 3 175 KG MTOM OR LESS WITH SINGLE-PISTON ENGINE or ELECTRIC POWER PLANT WITH NO FUEL CELL
AIRCRAFT	A4	SAILPLANES, BALLOONS, AIRSHIPS AND ANY AIRCRAFT of 3 175 KG MTOM OR LESS WITH SINGLE-PISTON ENGINE or ELECTRIC POWER PLANT WITH NO FUEL CELL
ENGINES	B2	LESS THAN 450 HP
ENGINES	B4	ELECTRIC ENGINE
COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	C1 TO C23	AS PER CAPABILITY LIST
SPECIALISED SERVICES	D1 NDT	NDT METHOD(S) TO BE SPECIFIED

It should be noted that such an organisation may be further limited by the competent authority in the terms of approval depending on the capabilities of the particular organisation.’.

ANNEX III

Annex III (Part-66) to Regulation (EU) No 1321/2014 is amended as follows:

(1) in point 66.1, point (b) is replaced by the following:

‘(b) The Agency shall be responsible for:

1. defining the list of aircraft types;
2. defining what airframe/engine (or powerplant) combinations are included in each particular aircraft type rating;
3. in respect of an aircraft that is not covered by any licence (sub)category in point 66.A.3, point (a), defining the applicable licence (sub)category(ies) that entitle(s) the holder of the licence to exercise the privileges of point 66.A.20 on that aircraft.’;

(2) point 66.A.3 is replaced by the following:

‘66.A.3 Licence categories and subcategories

(a) Aircraft maintenance licences include the following categories and, where applicable, subcategories and system ratings:

(1) Category A:

(i) Category A, is divided into the following subcategories:

- A1 Aeroplanes Turbine,
- A2 Aeroplanes Piston,
- A3 Helicopters Turbine,
- A4 Helicopters Piston.

(ii) Subcategories A1 and A3 may also be used for aircraft not covered by any A subcategory.

(2) Category B1, is divided into the following subcategories:

- B1.1 Aeroplanes Turbine,
- B1.2 Aeroplanes Piston,
- B1.E Aeroplanes with electric power plant and MTOM below 5 700 kg,
- B1.3 Helicopters Turbine,
- B1.4 Helicopters Piston.

(3) Category B2

The B2 licence is applicable to all aircraft.

(4) Category B2L

The B2L licence is applicable to all aircraft other than those in Group 1 as set out in Point 66.A.5(1) and is divided into the following “system ratings”:

- communication/navigation (com/nav),
- instruments,
- autoflight,
- surveillance,
- airframe systems.

A B2L licence shall contain, as a minimum, one system rating.

(5) Category B3

The B3 licence is applicable to piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below.

(6) Category L, 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.

(7) Category C

The C licence is applicable to aeroplanes and helicopters.

(8) When an aircraft can be considered as included in more than one of the above (sub)categories, the Agency, based on the aircraft characteristics, shall establish the (sub)category(ies) of the licence applicable for the aircraft in its type certificate data sheet.

- (b) Additionally, for aircraft and combinations of aircraft and power plant not referred to in point (a), the applicable licence (sub)category(ies) shall be the one(s) identified by the Agency.

The Agency shall identify such licence (sub)category(ies) in the operational suitability data established in accordance with Regulation (EU) No 748/2012, taking into consideration a report from the applicant for, or holder of, the aircraft type certificate which assesses the architecture and systems of the aircraft (and power plant) against the syllabus of the basic knowledge modules and knowledge levels, as relevant to the designated licence (sub)category, and the privileges established in 66.A.20.;

- (3) in point 66.A.5, points (1) and (2) are replaced by the following:

‘(1) Group 1 is composed of:

- (i) aeroplanes certified for a MTOM exceeding 5 700 kg; aeroplanes certified for a maximum passenger seating configuration of more than 19; aeroplanes certified for operation with a minimum crew of at least two pilots; aeroplanes equipped with (one) turbojet engine(s) or more than one turboprop engine; aeroplanes with maximum certified operating altitude exceeding FL290 powered with a power plant other than piston; aeroplanes with a power plant not being piston, turbine or electric;
- (ii) helicopters certified for a MTOM exceeding 3 175 kg; helicopters certified for a maximum passenger seating configuration of more than nine; helicopters certified for operation with a minimum crew of at least two pilots; helicopters equipped with multiple engines; helicopters equipped with a power plant not being piston, turbine or electric;
- (iii) gas airships other than ELA2;
- (iv) non-conventional aircraft; and
- (v) aircraft equipped with fly-by-wire systems.

Notwithstanding the first paragraph, the Agency may decide to classify into a subgroup of Group 2, Group 3 or Group 4, as appropriate, an aircraft which meets the conditions set out in the first paragraph, if it considers that the lower complexity of the particular aircraft justifies so.

- (2) Group 2: aircraft other than those in Group 1 belonging to the following subgroups:

- (i) subgroup 2a: single turboprop engine aeroplanes;
- (ii) subgroup 2b: single turbine engine helicopters;
- (iii) subgroup 2c: single piston engine helicopters;
- (iv) subgroup 2E: aeroplanes with electric power plant.;

- (4) in point 66.A.20(a), the following point 8 is added:

‘8. In addition, the privileges in point 1 to 7 are also extended to aircraft referred to in point (b) of point 66.A.3 for the corresponding licence (sub)category(ies) identified as applicable in the operational suitability data established in accordance with Regulation (EU) No 748/2012 of these aircraft.’;

- (5) point 66.A.30 is amended as follows:

(a) point (a) is amended as follows:

- (i) in point 1, the first sentence is replaced by the following:
‘1. for category A, subcategories B1.2, B1.E and B1.4 and category B3.’;
- (ii) point 3 is amended as follows:
— point (ii) is replaced by the following:

- '(ii) 5 years of experience in exercising category B1.2, B1.E, 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',

— in point (iv), point (a) is replaced by the following:

- '(a) 2 years of experience in exercising category B1.1, B1.2, B1.E, 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 working on CMPA, including 6 months of experience as base maintenance support staff; or';

(b) the following point (da) is inserted:

- '(da) Notwithstanding points (a), (b) and (d), practical maintenance experience and recent maintenance experience gained in aircraft referred to in point (b) of point 66.A.3 shall account for a maximum of 50 % of the practical maintenance experience and recent maintenance experience required in points (a), (b) or (d) in respect of the licence (sub)category(ies) on which these aircraft can be endorsed.';

(6) point 66.A.45 is amended as follows:

(a) point (c) is replaced by the following:

- '(c) For other than category C licences, in addition to the requirements of point (b), the endorsement of the first aircraft type rating within a given category/subcategory requires satisfactory completion of the corresponding on-the-job training. This on-the-job training shall comply with Appendix III to Annex III (Part-66), except in the case of gas airships, where it shall be directly approved by the competent authority.

The on-the-job training on an aircraft referred to in point (b) of point 66.A.3 may only be considered for the purpose of endorsement of the licence as the first aircraft type rating within a given (sub)category, as described in the previous paragraph, when so established in the aircraft operational suitability data.

Otherwise, an aircraft referred to in point (b) of point 66.A.3 may be endorsed as a first aircraft type rating within a given (sub)category after satisfactory completion of the corresponding on-the-job training, but in such case, additional on-the-job training will be required for the endorsement on the licence within that (sub)category of the first aircraft type rating belonging to the categories referred in point (a) of point 66.A.3.';

(b) the following point (da) is inserted:

- '(da) By derogation from points (b) and (d) and only during the first 30 months after a new aircraft type has received its type certificate, an AML may be endorsed with the corresponding aircraft type rating for a given (sub)category based on complete training delivered by the manufacturer, including the on-site practical training element, under the condition that the aircraft type rating is not the first aircraft endorsed for that (sub)category.

Such training shall be carried out at a level and duration that meet the same objectives as those of points 5 (a), (b) and (c) of Appendix III, and shall cover relevant maintenance data at the required knowledge level and scope for the AML (sub)category.

A responsible person of the aircraft manufacturer shall issue a final report declaring fulfilment of the requirements of this point 66.A.45(da).';

- (7) in Appendix I, point 2 is amended as follows:
- (a) the first table is replaced by the following:

'Subject module	B1.1 A1	B1.2 A2	B1.E	B1.3 A3	B1.4 A4	B3	B2	B2L	C
	Turbine engine	Piston engine	Aeroplanes with electric power plant and MTOM below 5 700 kg	Turbine engine	Piston engine	Piston-engine non- pressurised aeroplanes MTOM ≤ 2 t			
1. MATHEMATICS	X	X	X	X	X	X	X	X	X
2. PHYSICS	X	X	X	X	X	X	X	X	X
3. ELECTRICAL FUNDAMENTALS	X	X	X	X	X	X	X	X	X
4. ELECTRONICS FUNDAMENTALS	X (n/a for A1)	X (n/a for A2)	X	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	X
6. MATERIALS AND HARDWARE	X	X	X	X	X	X	X	X	X
7. MAINTENANCE PRACTICES	X	X	X	X	X	X	X	X	X
8. BASIC AERODYNAMICS	X	X	X	X	X	X	X	X	X
9. HUMAN FACTORS	X	X	X	X	X	X	X	X	X
10. AVIATION LEGISLATION	X	X	X	X	X	X	X	X	X
11. AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	X	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 11, 17 & 18 as B1.E 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	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	n/a	X	X	
14. PROPULSION	n/a	n/a	n/a	n/a	n/a	n/a	X	X	
15. GAS TURBINE ENGINE	X	n/a	n/a	X	n/a	n/a	n/a	n/a	
16. PISTON ENGINE	n/a	X	n/a	n/a	X	X	n/a	n/a	
17. PROPELLER	X	X	X	n/a	n/a	X	n/a	n/a	
18. ELECTRIC POWER PLANT	n/a	n/a	X	n/a	n/a	n/a	n/a	n/a	

- (b) in the table corresponding to Module 7, row 7.4 is replaced by the following:

‘7.4 Potential safety hazards when working with electrical systems and protective equipment	3	3	3’
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- (c) the table corresponding to Module 11 is amended as follows:

- (i) the title row is replaced by the following:

‘MODULE 11. AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS	LEVEL				
	A1	A2	B1.1	B1.2 / B1.E	B3’

- (ii) the rows for submodule 11.8 are replaced by the following:

‘11.8 Fire protection (ATA 26)					
(a) Fire and smoke detection system and fire-extinguishing systems;	1	1	3	3	—
(b) Portable fire extinguisher.	1	1	1	1	1’

- (iii) the rows for submodule 11.10 are replaced by the following:

‘11.10 Fuel systems (ATA 28, ATA 47)					
(a) Systems layout;	1	1	3	3/-	1
(b) Fuel handling;	1	1	3	3/-	1
(c) Indication and warnings;	1	1	3	3/-	1
(d) Special systems;	1	—	3	—	—
(e) Balancing.	1	—	3	—	—

- (d) in the table corresponding to Module 14, the rows for submodule 14.1 are replaced by the following:

14.1 Engines	
(a) Turbine engines;	1
(b) Auxiliary power units (APUs);	1
(c) Piston engines;	1
(d) Electric and hybrid power plants and auxiliar systems;	2
(e) Engine control.	2'

- (e) in the table corresponding to Module 17, the title row is replaced by the following:

MODULE 17. PROPELLER	LEVEL	
	A1 A2	B1.1 B1.2 B1.E B3'

- (f) the following table corresponding to Module 18 is added:

MODULE 18. ELECTRIC POWER PLANT

MODULE 18. ELECTRIC POWER PLANT	LEVEL
	B1.E
18.1 Fundamentals	3
18.2 Engine performance	3
18.3 Engine construction	3
18.4 Electric energy system	3
18.4.1 Batteries and accessories	3
18.4.2 Fuel cells and accessories	3
18.4.3 Power distribution systems	3
18.4.4 Electronic engine control	3
18.5 Engine indication systems	3

MODULE 18. ELECTRIC POWER PLANT	LEVEL
	B1.E
18.6 Power plant installation	3
18.7 Engine monitoring and ground operation	3
18.8 Engine storage and preservation	3'

(8) Appendix II is amended as follows:

(a) point 2.11 is replaced as follows:

‘2.11. MODULE 11 AEROPLANE AERODYNAMICS, STRUCTURES AND SYSTEMS

Category A1: 108 multiple-choice, no essay questions.

Time allowed: 135 minutes.

Category A2: 72 multiple-choice, no essay questions.

Time allowed: 90 minutes.

Category B1.1: 140 multiple-choice, no essay questions.

Time allowed: 175 minutes.

Category B1.2 and B1.E: 100 multiple-choice, no essay questions.

Time allowed: 125 minutes.

Category B3: 60 multiple-choice, no essay questions.

Time allowed: 75 minutes.’;

(b) the following point 2.18 is added:

‘2.18. MODULE 18 – ELECTRIC POWER PLANT

Category B1.E: 76 multiple-choice, no essay questions.

Time allowed: 95 minutes.’;

(9) Appendix III is amended as follows:

(a) point 3.1 is amended as follows:

(i) point (c) is replaced by the following:

‘(c) Duration:

The theoretical training minimum tuition hours are contained in the following table:

Category	Hours
Aeroplanes (*) with a maximum take-off mass above 30 000 kg:	

Category	Hours
B1.1	150
B1.2	120
B2	100
C	30
Aeroplanes (*) with a maximum take-off mass equal to 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
B1.E	60
B2	60
C	15
Helicopters (*) (***)	
B1.3	120
B1.4	100
B2	100
C	25
Aeroplanes and helicopters not mentioned above and non-conventional aircraft	
B1, B2 and C	OSD

(*) Aeroplane with piston or turbine engine or electric power plant or helicopter with piston or turbine engine.

(**) For non-pressurised aeroplanes below 2 000 kg MTOM with piston-engine or electric power plant, the minimum duration can be reduced by 50 %.

(***) For helicopters in Group 2 (as defined in point 66.A.5), the minimum duration can be reduced by 30 %.

In the table above, “OSD” means as defined in the operational suitability data established in accordance with Regulation (EU) No 748/2012, taking into consideration a report from the applicant for, or holder of, the aircraft type certificate that contains an assessment of the required theoretical elements of knowledge of the aircraft, considering the applicable licence (sub)category on which the aircraft type would be permitted for endorsement in accordance with point 66.A.3.

For the purpose of the table above, a tuition hour means 60 minutes of teaching and excludes 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.;

(ii) in point (e), the table is replaced by the following:

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
Licence category	B1.1	C	B1.2	C	B1.E	C	B1.3	C	B1.4	C	B2
Introduction module:											
05 Time limits/maintenance checks	1	1	1	1	1	1	1	1	1	1	1
06 Dimensions/areas (MTOM, etc.)	1	1	1	1	1	1	1	1	1	1	1
07 Lifting and Shoring	1	1	1	1	1	1	1	1	1	1	1
08 Levelling and weighing	1	1	1	1	1	1	1	1	1	1	1
09 Towing and taxiing	1	1	1	1	1	1	1	1	1	1	1
10 Parking/mooring, storing and return to Service	1	1	1	1	1	1	1	1	1	1	1
11 Placards and markings	1	1	1	1	1	1	1	1	1	1	1
12 Servicing	1	1	1	1	1	1	1	1	1	1	1
20 Standard practices – only type particular	1	1	1	1	1	1	1	1	1	1	1

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
<i>Helicopter</i>											
18 Vibration and noise analysis (blade tracking)	—	—	—	—	—	—	3	1	3	1	—
60 Standard practices rotor	—	—	—	—	—	—	3	1	3	1	—
62 Rotors	—	—	—	—	—	—	3	1	3	1	1
62A Rotors – monitoring and indicating	—	—	—	—	—	—	3	1	3	1	3
63 Rotor drives	—	—	—	—	—	—	3	1	3	1	1
63A Rotor drives – monitoring and indicating	—	—	—	—	—	—	3	1	3	1	3
64 Tail rotor	—	—	—	—	—	—	3	1	3	1	1
64A Tail rotor – monitoring and indicating	—	—	—	—	—	—	3	1	3	1	3
65 Tail rotor drive	—	—	—	—	—	—	3	1	3	1	1
65A Tail rotor drive – monitoring and indicating	—	—	—	—	—	—	3	1	3	1	3
66 Folding blades/pylon	—	—	—	—	—	—	3	1	3	1	—
67 Rotors flight control	—	—	—	—	—	—	3	1	3	1	—
53 Airframe structure (helicopter)	—	—	—	—	—	—	3	1	3	1	—
25 Emergency flotation equipment	—	—	—	—	—	—	3	1	3	1	1

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
Airframe structures											
51 Standard practices and structures (damage classification, assessment and repair)	3	1	3	1	3	1	—	—	—	—	1
53 Fuselage	3	1	3	1	3	1	—	—	—	—	1
54 Nacelles/pylons	3	1	3	1	3	1	—	—	—	—	1
55 Stabilisers	3	1	3	1	3	1	—	—	—	—	1
56 Windows	3	1	3	1	3	1	—	—	—	—	1
57 Wings	3	1	3	1	3	1	—	—	—	—	1
52 Doors	3	1	3	1	3	1	—	—	—	—	1
Zonal and station identification systems	1	1	1	1	1	1	1	1	1	1	1
Airframe systems											
21 Air conditioning	3	1	3	1	3	1	3	1	3	1	3
21A Air supply	3	1	3	1	3	1	3	1	3	1	2
21B Pressurisation	3	1	3	1	3	1	3	1	3	1	3
21C Safety and warning devices	3	1	3	1	3	1	3	1	3	1	3
22 Autoflight	2	1	2	1	2	1	2	1	2	1	3
23 Communications	2	1	2	1	2	1	2	1	2	1	3
24 Electrical power	3	1	3	1	3	1	3	1	3	1	3
25 Equipment and furnishings	3	1	3	1	3	1	3	1	3	1	1
25A Electronic equipment including emergency equipment	1	1	1	1	1	1	1	1	1	1	3

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
26 Fire protection	3	1	3	1	3	1	3	1	3	1	3
27 Flight controls	3	1	3	1	3	1	3	1	3	1	2
27A Sys. operation: electrical/ fly-by-wire	3	1	—	—	3	1	3	1	—	—	3
28 Fuel systems	3	1	3	1	—	—	3	1	3	1	2
28A Fuel systems – monitoring and indicating	3	1	3	1	—	—	3	1	3	1	3
29 Hydraulic power	3	1	3	1	3	1	3	1	3	1	2
29A Hydraulic power – monitoring and indicating	3	1	3	1	3	1	3	1	3	1	3
30 Ice and rain protection	3	1	3	1	3	1	3	1	3	1	3
31 Indicating/recording systems	3	1	3	1	3	1	3	1	3	1	3
31A Instrument systems	3	1	3	1	3	1	3	1	3	1	3
32 Landing gear	3	1	3	1	3	1	3	1	3	1	2
32A Landing gear – monitoring and indicating	3	1	3	1	3	1	3	1	3	1	3
33 Lights	3	1	3	1	3	1	3	1	3	1	3
34 Navigation	2	1	2	1	2	1	2	1	2	1	3
35 Oxygen	3	1	3	1	3	1	—	—	—	—	2
36 Pneumatic	3	1	3	1	3	1	3	1	3	1	2
36A Pneumatic – monitoring and indicating	3	1	3	1	3	1	3	1	3	1	3
37 Vacuum	3	1	3	1	3	1	3	1	3	1	2
38 Water/waste	3	1	3	1	3	1	—	—	—	—	2
41 Water ballast	3	1	3	1	3	1	—	—	—	—	1
42 Integrated modular avionics	2	1	2	1	2	1	2	1	2	1	3

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
44 Cabin systems	2	1	2	1	2	1	2	1	2	1	3
45 On-board maintenance system (or covered in 31)	3	1	3	1	3	1	3	1	—	—	3
46 Information systems	2	1	2	1	2	1	2	1	2	1	3
47 Nitrogen generation system	3	1	3	1	—	—	—	—	—	—	2
50 Cargo and accessory compartments	3	1	3	1	3	1	3	1	3	1	1
55/57 Flight control surfaces (All)	3	1	3	1	3	1	—	—	—	—	1
Turbine engine											
70 Standard practices – engines	3	1	—	—	—	—	3	1	—	—	1
70A Constructional arrangement and operation (installation inlet, compressors, combustion section, turbine section, bearings and seals, lubrication systems)	3	1	—	—	—	—	3	1	—	—	1
70B Engine performance	3	1	—	—	—	—	3	1	—	—	1
71 Power plant	3	1	—	—	—	—	3	1	—	—	1
72 Engine turbine/turbo prop/ducted fan/ unducted fan	3	1	—	—	—	—	3	1	—	—	1
73 Engine fuel and control	3	1	—	—	—	—	3	1	—	—	1
75 Air	3	1	—	—	—	—	3	1	—	—	1
76 Engine controls	3	1	—	—	—	—	3	1	—	—	1

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
78 Exhaust	3	1	—	—	—	—	3	1	—	—	1
79 Oil	3	1	—	—	—	—	3	1	—	—	1
80 Starting	3	1	—	—	—	—	3	1	—	—	1
82 Water injections	3	1	—	—	—	—	3	1	—	—	1
83 Accessory gear boxes	3	1	—	—	—	—	3	1	—	—	1
84 Propulsion augmentation	3	1	—	—	—	—	3	1	—	—	1
73A FADEC	3	1	—	—	—	—	3	1	—	—	3
74 Ignition	3	1	—	—	—	—	3	1	—	—	3
77 Engine indicating systems	3	1	—	—	—	—	3	1	—	—	3
49 Auxiliary power units (APUs)	3	1	—	—	—	—	—	—	—	—	2
Piston engine											
70 Standard practices – engines	—	—	3	1	—	—	—	—	3	1	1
70A Constructional arrangement and operation (installation, carburettors, fuel injection systems, induction, exhaust and cooling systems, supercharging/ turbocharging, lubrication systems)	—	—	3	1	—	—	—	—	3	1	1
70B Engine performance	—	—	3	1	—	—	—	—	3	1	1
71 Power plant	—	—	3	1	—	—	—	—	3	1	1
73 Engine fuel and control	—	—	3	1	—	—	—	—	3	1	1

Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
76 Engine control	—	—	3	1	—	—	—	—	3	1	1
79 Oil	—	—	3	1	—	—	—	—	3	1	1
80 Starting	—	—	3	1	—	—	—	—	3	1	1
81 Turbines	—	—	3	1	—	—	—	—	3	1	1
82 Water injections	—	—	3	1	—	—	—	—	3	1	1
83 Accessory gear boxes	—	—	3	1	—	—	—	—	3	1	1
84 Propulsion augmentation	—	—	3	1	—	—	—	—	3	1	1
73A FADEC	—	—	3	1	—	—	—	—	3	1	3
74 Ignition	—	—	3	1	—	—	—	—	3	1	3
77 Engine indication systems	—	—	3	1	—	—	—	—	3	1	3
Electric power plant											
Electric engines	—	—	—	—	3	1	—	—	—	—	3
Fuel cell and related systems	—	—	—	—	3	1	—	—	—	—	3
Batteries	—	—	—	—	3	1	—	—	—	—	3
Auxiliary systems to the electric power plant	—	—	—	—	3	1	—	—	—	—	3
Propellers											
60A Standard practices – propeller	3	1	3	1	3	1	—	—	—	—	1
61 Propellers/propulsion	3	1	3	1	3	1	—	—	—	—	1
61A Propeller construction	3	1	3	1	3	1	—	—	—	—	—
61B Propeller pitch control	3	1	3	1	3	1	—	—	—	—	—

'Level Chapters	Aeroplanes turbine		Aeroplanes piston		Aeroplanes with electric power plant		Helicopter turbine		Helicopter piston		Avionics
61C Propeller synchronising	3	1	3	1	3	1	—	—	—	—	1
61D Propeller electronic control	2	1	2	1	2	1	—	—	—	—	3
61E Propeller ice protection	3	1	3	1	3	1	—	—	—	—	—
61F Propeller maintenance	3	1	3	1	3	1	—	—	—	—	1
Special chapters for aeroplanes with a power plant other than piston/turbine/electric and other than piston/turbine helicopters	Definition of special chapters of the theoretical element of the aircraft type training is available in the OSD of the aircraft, established in accordance with Regulation (EU) No 748/2012. For these aircraft, EASA can also consider as “not required” some of the chapters contained in the above table.										
Special chapters for non-conventional aircraft	Definition of special chapters of the theoretical element of the aircraft type training is available in the OSD of the aircraft, established in accordance with Regulation (EU) No 748/2012. For these aircraft, EASA can also consider as “not required” some of the chapters contained in the above table.’										

(b) in point 3.2.(b), the table is amended as follows:

- (i) the level ‘Electric power plant’ with its related chapters is inserted between Chapter ‘84 Propulsion Augmentation’ of level ‘Piston Engines.’ and level ‘Propellers.’, as follows:

'Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
[...]											
Electric power plant											
Electric engines	X/X	X	X	X	X	X	X	—	—	X	—
Fuel cell and related systems	X/X	X	X	X	X	X	X	—	—	X	—
Batteries	X/X	X	X	X	X	X	X	—	—	X	—

'Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
Auxiliary systems to the electric power plant	X/X	X	X	X	X	X	X	—	X	X	X'
[...]											

(ii) the following chapters are added:

'Chapters	B1/B2	B1					B2				
	LOC	FOT	SGH	R/I	MEL	TS	FOT	SGH	R/I	MEL	TS
[...]											
Special chapters for aeroplanes with a power plant other than piston/turbine/electric and other than piston/turbine helicopters	For the relevant aircraft type, definition of special chapters of the theoretical element of the aircraft type training is available in the OSD of the aircraft, established in accordance with Regulation (EU) No 748/2012.										
Special chapters for non-conventional aircraft	For the relevant aircraft type, definition of special chapters of the theoretical element of the aircraft type training is available in the OSD of the aircraft, established in accordance with Regulation (EU) No 748/2012.'										

(10) Appendix IV is replaced by the following:

'Appendix IV

Experience and basic knowledge modules or part modules required for extending a Part-66 aircraft maintenance licence

A. Experience requirements

Table A below shows the experience requirements, in months, for adding a new category or subcategory to an existing Part-66 licence.

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.

Table A

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

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

(*) Experience may be reduced by 50 % but allowing a licence with limitations in accordance with point 66.A.45(h)(ii)(3).

B. Basic knowledge modules or part modules required

The purpose of this table is to outline the examinations required to add a new basic (sub)category to an AML granted in accordance with this Annex.

The syllabi prepared in accordance with Appendix I and Appendix VII require different levels of knowledge for different licence categories within a module; therefore, there are additional examinations applicable to certain modules for licence holders wishing to extend an AML granted in accordance with this Annex to include another (sub)category, and an analysis of the module shall be conducted to determine the subjects missing or passed at a lower level.

Table B

To: From:	A1	A2	A3	A4	B1.1	B1.2	B1.E	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 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 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 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 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	16.	12.	12, 16.	None	16.	18.	12.	12, 16.	4, 5, 13, 14	4, 5, 13SQ, 14SQ	16.	12L.	12L.	8L ² , 12L.	8L ² , 12L.	9L.	10L.	8L ² , 9L, 11L, 12L.	8L ² , 10L, 11L, 12L.	8L ² , 10L, 11L, 12L.
B1.2	11, 15.	None	12, 15.	12.	11, 15.	None	18.	12, 15.	12.	4, 5, 13, 14	4, 5, 13SQ, 14SQ	None	12L.	12L.	8L ¹ , 12L.	8L ¹ , 12L.	9L.	10L.	8L ¹ , 9L, 11L, 12L.	8L ¹ , 10L, 11L, 12L.	8L ¹ , 10L, 11L, 12L.
B1.E	11, 15.	11 ⁴ , 16	12, 15.	12, 16.	11, 15.	11 ⁴ , 16	None	12, 15.	12, 16.	4, 5, 13, 14	4, 5, 13SQ, 14SQ	11 ⁴ , 16.	12L.	12L.	8L ³ , 12L.	8L ³ , 12L.	9L.	10L.	8L ³ , 9L, 11L, 12L.	8L ³ , 10L, 11L, 12L.	8L ³ , 10L, 11L, 12L.
B1.3	11, 17.	11, 16, 17.	None	16.	11, 17.	11, 16, 17.	11, 17, 18.	None	16.	4, 5, 13, 14	4, 5, 13SQ, 14SQ	11, 16, 17.	7L, 12L.	7L, 12L.	7L, 8L ² , 12L.	7L, 8L ² , 12L.	9L.	10L.	8L ² , 9L, 11L, 12L.	8L ² , 10L, 11L, 12L.	8L ² , 10L, 11L, 12L.
B1.4	11, 15, 17.	11, 17.	15.	None	11, 15, 17.	11, 17.	11, 17, 18.	15.	None	4, 5, 13, 14	4, 5, 13SQ, 14SQ	11, 17.	7L, 12L.	7L, 12L.	7L, 8L ¹ , 12L.	7L, 8L ¹ , 12L.	9L.	10L.	8L ¹ , 9L, 11L, 12L.	8L ¹ , 10L, 11L, 12L.	8L ¹ , 10L, 11L, 12L.

To: From:	A1	A2	A3	A4	B1.1	B1.2	B1.E	B1.3	B1.4	B2	B2L	B3	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G	L5
B2	7, 11, 15, 17.	7, 11, 16, 17.	7, 12, 15.	7, 12, 16.	6, 7, 11, 15, 17.	6, 7, 11, 16, 17.	6, 7, 11, 17, 18.	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.	8L, 9L, 11L.	8L, 10L, 11L.	6, 7, [11 or 12 ⁷], [15, 16 or 18], 17, ⁸ L8, 10L, 11L
B2L	7, 11, 15, 17.	7, 11, 16, 17.	7, 12, 15.	7, 12, 16.	6, 7, 11, 15, 17.	6, 7, 11, 16, 17.	6, 7, 11, 17, 18.	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.	8L, 9L, 11L, 12L-SQ.	8L, 10L, 11L, 12LSQ.	6, 7, [11 or 12 ⁷], [15, 16 or 18], 17, 8L ⁸ , 10L, 11L, 12LSQ
B3	11, 15.	11	12, 15.	12.	2, 3, 5, 8, 11, 15.	2, 3, 5, 8, 11.	2, 3, 5, 8, 11, 18.	2, 3, 5, 8, 12, 15.	2, 3, 5, 8, 12.	2, 3, 4, 5, 8, 13, 14.	2, 3, 4, 5, 8, 13SQ, 14SQ.	None	12L.	12L.	8L1, 12L.	8L1, 12L.	9L.	10L.	8L ¹ , 9L, 11L, 12L.	8L ¹ , 10L, 11L, 12L.	2, 3, 5, 8, [11 or 12], 8L ¹ , 10L, 11L, 12L.

To From	A1	A2	A3	A4	B1.1	B1.2	B1.E	B1.3	B1.4	B2	B2L	B3	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G	L5
L1C	All	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.	All except 12L.
L1	All	All	All	All	All	All	All	All	All	All	All	All	None	None	8L.	8L.	9L.	10L.	8L, 9L, 11L.	8L, 10L, 11L.	All except 12L.
L2C	All	All	All	All	All	All	All	All	All	All	All	All	None	4L, 6L.	None	4L, 6L.	9L.	10L.	9L, 11L.	10L, 11L.	All except 8L and 12L.
L2	All	All	All	All	All	All	All	All	All	All	All	All	None	None	None	None	9L.	10L.	9L, 11L.	10L, 11L.	All except 8L and 12L.
L3H	All	All	All	All	All	All	All	All	All	All	All	All	5L, 7L, 12L.	4L, 5L, 6L, 7L, 12L.	5L, 7L, 8L, 12L.	4L, 5L, 6L, 7L, 8L, 12L.	None	10L.	8L, 11L, 12L.	8L, 10L, 11L, 12L.	All.
L3G	All	All	All	All	All	All	All	All	All	All	All	All	5L, 7L, 12L.	4L, 5L, 6L, 7L, 12L.	5L, 7L, 8L, 12L.	4L, 5L, 6L, 7L, 8L, 12L.	9L.	None	8L, 9L, 11L, 12L.	8L, 11L, 12L.	All except 10L.
L4H	All	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.	All except 8L, 11L and 12L.

To From		A1	A2	A3	A4	B1.1	B1.2	B1.E	B1.3	B1.4	B2	B2L	B3	L1C	L1	L2C	L2	L3H	L3G	L4H	L4G	L5
L4G		All	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	All except 8L, 10L, 11L and 12L.
L5 ¹⁰	B1.1	None	None	12.	12.	None	16 ⁶ .	18.	12.	12, 16 ⁶ .	4, 5, 13.	4, 5, 13SQ.	16 ⁶ .	None	None	None	None	9L.	None	9L.	None	None
	B1.2	11.	None	12.	12.	11, 15.	None	18.	12, 15.	12.	4, 5, 13.	4, 5, 13SQ.	None	None	None	None	None	9L.	None	9L.	None	None
	B1.E	11.	None	12.	12.	11, 15.	11 ⁴ , 16 ⁶ .	None	12, 15.	12, 16 ⁶ .	4, 5, 13.	4, 5, 13SQ.	11 ⁴ , 16 ⁶ .	None	None	None	None	9L.	None	9L.	None	None
	B1.3	11.	11.	None	None	11, 17 ⁵ .	11, 16 ⁶ , 17 ⁵ .	11, 17 ⁵ , 18.	None	16 ⁶ .	4, 5, 13.	4, 5, 13SQ.	11, 16 ⁶ , 17 ⁵ .	7L.	7L.	7L.	7L.	9L.	None	9L.	None	None
	B1.4	11.	11.	None	None	11, 15, 17 ⁵ .	11, 17 ⁵ .	11, 17 ⁵ , 18.	15.	None	4, 5, 13.	4, 5, 13SQ.	11, 17 ⁵ .	7L.	7L.	7L.	7L.	9L.	None	9L.	None	None

Note: “All” means all the relevant elements of the modules identified in point “2. Modularisation” of Appendix I or in point “1. Modularisation” of Appendix VII for the target (sub)category (i.e. the (sub)category mentioned in the row “To”).

SQ = it depends on system qualification.

¹: excluding the subjects related to piston engines and when “From: B1.2” or “From: B3” excluding also the subjects related to propeller.

²: excluding the subjects related to turbine engines and when “From: B1.1” excluding also the subjects related to propeller.

³: excluding the subjects related to electric engines and propeller.

⁴: submodule “11.10” only.

⁵: submodule “17.4” only.

⁶: submodule “16.12” only.

⁷: modules 12 and 18 cannot be chosen together.

⁸: only some applicable subjects of module 8L are required depending on the module [11 or 12] and [15, 16 or 18] chosen.

⁹: the (sub)module(s) identified in each cell shall be taught to the knowledge level identified in point “2. Modularisation” of Appendix I or in point “1. Modularisation” of Appendix VII corresponding to the target (sub)category (i.e. the (sub)category mentioned in the row “To”).

¹⁰: Use sub-row B1.x based on the B1 subcategory that provided access to the L5 licence (refer to point “1. Modularisation” of Appendix VII).’

(11) Appendix V, EASA Form 19, is amended as follows:

(a) the first page of EASA Form 19 is replaced by the following:

‘APPLICATION FOR INITIAL/AMENDMENT/RENEWAL OF PART-66 AIRCRAFT MAINTENANCE LICENCE (AML)’		EASA FORM 19																																																						
APPLICANT’S DETAILS: Name: Address: Tel: Email: Nationality: Date and place of birth:																																																								
PART-66 AML DETAILS (if applicable): Licence No: Date of issue:																																																								
EMPLOYER’S DETAILS: Name: Address: Maintenance Organisation Approval Reference: Tel: Fax:																																																								
APPLICATION FOR: (Tick relevant boxes) <table border="0"> <tr> <td>Initial AML</td> <td>Amendment of AML</td> <td>Renewal of AML</td> </tr> <tr> <td>☐</td> <td>☐</td> <td>☐</td> </tr> </table> <table border="0"> <tr> <td>(Sub)categories</td> <td>A</td> <td>B1</td> <td>B2</td> <td>B2L</td> <td>B3</td> <td>C</td> <td>L (see below)</td> </tr> <tr> <td>Aeroplane turbine</td> <td>☐</td> <td>☐</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Aeroplane piston</td> <td>☐</td> <td>☐</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Aeroplane electric</td> <td></td> <td>☐</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter turbine</td> <td>☐</td> <td>☐</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Helicopter piston</td> <td>☐</td> <td>☐</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Avionics ☐ ☐ See system ratings below Piston-engine non-pressurised aeroplanes of a MTOM of 2t and below ☐ Complex motor-powered aircraft ☐ Aircraft other than complex motor-powered aircraft ☐			Initial AML	Amendment of AML	Renewal of AML	☐	☐	☐	(Sub)categories	A	B1	B2	B2L	B3	C	L (see below)	Aeroplane turbine	☐	☐						Aeroplane piston	☐	☐						Aeroplane electric		☐						Helicopter turbine	☐	☐						Helicopter piston	☐	☐					
Initial AML	Amendment of AML	Renewal of AML																																																						
☐	☐	☐																																																						
(Sub)categories	A	B1	B2	B2L	B3	C	L (see below)																																																	
Aeroplane turbine	☐	☐																																																						
Aeroplane piston	☐	☐																																																						
Aeroplane electric		☐																																																						
Helicopter turbine	☐	☐																																																						
Helicopter piston	☐	☐																																																						

System ratings for B2L licence:	
1. autoflight	☐
2. instruments	☐
3. com/nav	☐
4. surveillance	☐
5. airframe systems	☐
L-licence 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: Gas balloons	☐
L4H: Hot-air airships	☐
L4G: ELA2 gas airships	☐
L5: Gas airships other than ELA2	☐
Type endorsements/rating endorsement/limitation removal (if applicable):,	

(b) the identification of the form 'EASA FORM 19 Issue 5' is replaced by 'EASA FORM 19 Issue 6';

(12) Appendix VI, EASA Form 26, is amended as follows:

(a) in the first page 'EASA FORM 26 Issue 6' is replaced by 'EASA FORM 26 Issue 7';

(b) Section IX. Part-66 CATEGORIES is replaced by the following:

IX. Part-66 CATEGORIES							
VALIDITY	A	B1	B2	B2L	B3	L	C
Aeroplanes turbine			n/a		n/a	n/a	n/a
Aeroplanes piston			n/a		n/a	n/a	n/a
Aeroplanes with electric power plant	n/a		n/a		n/a	n/a	n/a
Helicopters turbine			n/a		n/a	n/a	n/a
Helicopters piston			n/a		n/a	n/a	n/a
Avionics	n/a	n/a			n/a	n/a	n/a

Complex motor-powered aircraft	n/a	n/a	n/a	n/a	n/a	
Aircraft other than complex motor-powered aircraft	n/a	n/a	n/a	n/a	n/a	
Sailplanes, powered sailplanes, ELA1 aeroplanes, balloons and airships	n/a	n/a	n/a	n/a		n/a
Piston-engine non pressurised aeroplanes of 2 000 kg MTOM and below	n/a	n/a	n/a		n/a	n/a'

- (c) the identification of the form 'EASA Form 26 Issue 5' is replaced by 'EASA Form 26 Issue 7';

ANNEX IV

Annex IV (Part-147) to Regulation (EU) No 1321/2014 is amended as follows:

- (1) in the table in Appendix I, the following row is inserted between the row corresponding to subcategory B1.2 and the row corresponding to subcategory B1.3:

'B1.E	2 000	50–60'
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- (2) Appendix II, EASA Form 11, is amended as follows:

- (a) the identification of the form 'EASA Form 11 Issue 6' is replaced by 'EASA Form 11 Issue 7';
- (b) the second page of the form is replaced by the following:

— Page 2 of 2

**'MAINTENANCE TRAINING AND EXAMINATION ORGANISATION
APPROVAL SCHEDULE**

Reference: [MEMBER STATE CODE (*).147.[XXXX]

Organisation: [COMPANY NAME AND ADDRESS]

CLASS	LICENCE CATEGORY	LIMITATION	
BASIC (**)	B1 (**)	TB1.1 (**)	AEROPLANES TURBINE (**)
		TB1.2 (**)	AEROPLANES PISTON (**)
		TB1.E (**)	AEROPLANES WITH AN ELECTRIC POWER PLANT, WITH 5 700 KG MTOM AND BELOW (**)
		TB1.3 (**)	HELICOPTERS TURBINE (**)
		TB1.4 (**)	HELICOPTERS PISTON (**)
	B2 (**)/(****)	TB2 (**)	AVIONICS (**)
	B2L (**)	TB2L (**)	AVIONICS (indicate system rating (**))
	B3 (**)	TB3 (**)	PISTON-ENGINE NON- PRESSURISED AEROPLANES 2 000 KG MTOM AND BELOW (**)
	A (**)	TA.1 (**)	AEROPLANES TURBINE (**)
		TA.2 (**)	AEROPLANES PISTON (**)
TA.3 (**)		HELICOPTERS TURBINE (**)	
TA.4 (**)		HELICOPTERS PISTON (**)	
	L (**) (Only examination)	TL (**)	QUOTE THE SPECIFIC LICENCE SUBCATEGORY (**)
TYPE/TASK (**)	C (**)	T4 (**)	[QUOTE AIRCRAFT TYPE] (***)
	B1 (**)	T1 (**)	[QUOTE AIRCRAFT TYPE] (***)
	B2 (**)	T2 (**)	[QUOTE AIRCRAFT TYPE] (***)
	A (**)	T3 (**)	[QUOTE AIRCRAFT TYPE] (***)

This approval schedule is limited to those trainings and examinations specified in the “Scope of work” section of the approved maintenance training organisation exposition.

Maintenance training organisation exposition reference:

.....

Date of original issue:

.....

Date of last revision approved: Revision No:

Signed:

For the competent authority:[COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

EASA Form 11 Issue 7

(*) Or EASA if EASA is the competent authority.

(**) Delete as appropriate if the organisation is not approved.

(***) Complete with the appropriate rating and limitation.

(****) The approval for the Basic B2 course/examination includes approval for B2L course/examination for all system ratings.’;

(3) in point 2 of Appendix III, the second paragraph is replaced by the following:

‘The certificate shall indicate the airframe/engine (or power plant) combination for which the training was imparted.’.

—

ANNEX V

Annex Vb (Part-ML) to Regulation (EU) No 1321/2014 is amended as follows:

(1) in point ML.1, point (a) is replaced by the following:

‘(a) In accordance with Article 3(2), this Annex (Part-ML) applies to the following other than complex motor-powered aircraft not listed in the air operator certificate of an air carrier licensed in accordance with Regulation (EC) No 1008/2008:

- (1) aeroplanes of 2 730 kg maximum take-off mass (MTOM) or less;
- (2) helicopters of 1 200 kg MTOM or less, certified for a maximum of up to four occupants;
- (3) other ELA2 aircraft;
- (4) non-conventional aircraft with a MTOM of:
 - (i) 1 200 kg or less if they can maintain zero horizontal speed in flight; or
 - (ii) 2 730 kg or less for other than those in point (i).’;

(2) point (d) of point ML.A.302 is amended as follows:

(i) point (2)(f) is replaced by the following:

‘(f) in the case of aeroplanes, as applicable to the aircraft power plant:

- (i) operational tests for power and revolutions per minute (rpm), magnetos, fuel and oil pressure, engine temperatures;
- (ii) for engines equipped with automated engine control, the published run-up procedure;
- (iii) for dry-sump engines, engines with turbochargers and liquid-cooled engines, an operational test for signs of disturbed fluid circulation;
- (iv) in respect of a power plant other than piston engine, the maintenance tasks as defined in the ICA issued by the DAH of the aeroplane;’;

(ii) the last paragraph is replaced by the following:

‘As long as this Annex does not specify an MIP for aircraft other than aeroplanes, sailplanes and balloons, their AMP shall be based on the ICA issued by the DAH, as referred to in point (c)(2)(b).’;

(3) in Appendix III, the following points (ca) and (cb) are inserted:

- ‘(ca) the performance of maintenance on the power plant that would require disassembly of engine(s), main batteries or fuel cell(s), other than removing them from the aircraft and reinstalling them back (including removal/installation of engine bearings);
- (cb) the performance of maintenance on high-pressure reservoirs and components belonging to high-pressure lines/systems related to the power plant;’

ANNEX VI

Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014 is amended as follows:

(1) point CAO.A.020(a) is amended as follows:

(a) points (1), (2) and (3) are replaced by the following:

- '(1) For aeroplanes of more than 2 730 kg maximum take-off mass (MTOM) and for helicopters of more than 1 200 kg MTOM or certified for more than four occupants and for other aircraft which are not ELA2, the scope of work shall indicate the particular aircraft types. Changes to this scope of work shall be approved by the competent authority in accordance with point (a) of point CAO.A.105 and point (a) of point CAO.B.065.
- (2) For engines other than piston or electric, the scope of work shall indicate the engine manufacturer or group or series or type or the maintenance task(s). Changes to this scope of work shall be approved by the competent authority in accordance with point (a) of point CAO.A.105 and point (a) of point CAO.B.065.
- (3) A CAO which employs only one person for both planning and carrying out of all maintenance tasks cannot hold privileges for the maintenance of:
 - (a) aeroplanes, helicopters and other aircraft which are not ELA2, if their power plant is other than electric or piston engine(s) (in the case of aircraft-rated organisations);
 - (b) helicopters equipped with more than one piston engine (in the case of aircraft-rated organisations);
 - (c) complete engines other than piston engines with output power below 450 HP or electric engines (in the case of engine-rated organisations).';

(b) in point (4), points (xxi) and (xxii) are replaced by the following:

- '(xxi) C21: water ballast;
- (xxii) C22: propulsion augmentation';

(c) in point (4), the following point (xxiii) is added:

- '(xxiii) C23: other.';

(2) in point CAO.A.105, point (a) is replaced by the following:

'(a) In order to enable the competent authority to determine continued compliance with this Annex, the CAO shall notify the competent authority of any proposal to carry out any of the following changes, before such changes take place:

- (1) changes affecting the information contained in the approval certificate laid down in Appendix I and the terms of approval of this Annex;
- (2) changes of the persons referred to in points CAO.A.035(a) and (b);
- (3) changes in the aircraft types covered by the scope of work referred to in point (a)(1) of point CAO.A.020 in the case of aeroplanes of more than 2 730 kg maximum take-off mass (MTOM), helicopters of more than 1 200 kg MTOM or certified for more than four occupants and for any other aircraft which is not an ELA2;
- (4) changes in the scope of work referred to in point (a)(2) of CAO.A.020 in the case of engines other than piston or electric;
- (5) changes in the control procedure set out in point (b) of this point.';

(3) Appendix I is amended as follows:

(a) point (c) is replaced by the following:

'(c) An engine rating (turbine, piston, electric or other) means that the CAO may carry out maintenance on the uninstalled engine and engine components, in accordance with engine maintenance data or, if agreed by the competent authority, in accordance with component maintenance data, only whilst such components are fitted to the engine. Nevertheless, such engine-rated CAO may temporarily remove a component for

maintenance in order to improve access to that component except when such removal creates the need for additional maintenance not eligible for the requirements of point (c). An engine-rated CAO may also carry out maintenance on an installed engine during base and line maintenance subject to a control procedure in the CAE to be approved by the competent authority;

- (b) the identification of the form 'EASA Form 3-CAO, Issue 1' is replaced by 'EASA Form 3-CAO, Issue 2';
- (c) the second page of the form is replaced by the following:

— Page 2 of 2

'COMBINED AIRWORTHINESS ORGANISATION TERMS OF APPROVAL

Reference: [MEMBER STATE CODE (*)].CAO.XXXX

Organisation: [COMPANY NAME AND ADDRESS]

CLASS	RATING	PRIVILEGES(***)
AIRCRAFT (**)	Aeroplanes — other than complex motor-powered aircraft (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
	Aeroplanes up to 2 730 kg maximum take-off mass (MTOM) (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
	Helicopters – other than complex motor-powered aircraft (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
	Helicopters up to 1 200 kg MTOM, certified for a maximum of up to four occupants (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly

	Airships (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
	Balloons (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
	Sailplanes (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
	Other aircraft (**)	☐ Maintenance ☐ Continuing airworthiness management ☐ Airworthiness review ☐ Permit to fly
COMPONENTS (**)	Complete turbine engines (**)	☐ Maintenance
	Complete piston engines (**)	
	Electric engines (**)	
	Other engines/power plants (**)	
	Components other than complete engines (**)	
SPECIALISED SERVICES (**)	Non-destructive testing (NDT) (**)	☐ NDT

LIMITATIONS

(to be included only for organisations rated for certain aircraft (see CAO.A.20(a)(3)) or complete engines, if they only have one person planning and carrying out all maintenance tasks)

The following maintenance is excluded from the scope of work (***):

- maintenance on aeroplanes, helicopters and other aircraft which also are not ELA2, if their power plant is other than electric or piston engine(s);
- maintenance on helicopters equipped with more than one piston engine; and
- maintenance on complete engines other than piston engines with output power below 450 HP or electric engines.

List of organisation(s) working under a quality system (***)

These terms of approval are limited to the products, parts and appliances, and to the activities specified in the “Scope of work” Section of the approved combined airworthiness exposition.

Combined airworthiness exposition reference:

Date of original issue of the exposition:

Date of last revision approved:

Revision No:

Signed:

For the competent authority: [COMPETENT AUTHORITY OF THE MEMBER STATE (*)]

(*) or EASA if EASA is the competent authority

(**) delete as appropriate if the organisation is not approved

(***) complete as appropriate

EASA Form 3-CAO, Issue 2’.