



# **Online Handbook Part-66 AML**

# Contents

- 1. Part-66 Aircraft Maintenance Licence (AML) ..... 4
  - 1.1 The Part-66 AML ..... 4
  - 1.2 Part-66 AML – statutory requirements ..... 4
- 2. Basic Knowledge 66.A.25..... 5
- 3. Basic Experience 66.A.30 ..... 6
  - 3.1 For Category A, Subcategory B1.2, B1.4 and Category B3 ..... 6
  - 3.2 For Category B2, Subcategory B1.2 and B1.3 ..... 6
  - 3.3 Demonstrating basic experience ..... 6
- 4. Part-66 Category A Licence ..... 7
  - 4.1 Basic experience 66.A.30 ..... 7
  - 4.2 Recent experience 66.A.30(d) ..... 7
  - 4.3 Experience outside a civil aviation environment 66.A.30(e) ..... 7
  - 4.4 Task training for Categories A and B1 ..... 7
- 5. Part-66 Category B1 Licence ..... 8
  - 5.1 Basic Experience 66.A.30 ..... 8
  - 5.2 Recent experience 66.A.30(d) ..... 8
  - 5.3 Experience outside a civil aviation environment 66.A.30(e) ..... 8
  - 5.4 Addition category and/or type rating endorsement ..... 9
- 6. Part-66 Category B2 Licence ..... 10
  - 6.1 Basic Experience 66.A.30 ..... 10
  - 6.2 Recent experience 66.A.30(d) ..... 10
  - 6.3 Experience outside a civil aviation environment 66.A.30(e) ..... 10
  - 6.4 Addition category and/or type ratings endorsement ..... 10
  - 6.5 Category B2 AML authorisation for Category A tasks ..... 10
- 7. Part-66 Category B3 Licence ..... 12
  - 7.1 Basic Experience 66.A.30 ..... 12
  - 7.2 Recent Experience 66.A.30(d) ..... 12
  - 7.3 Experience outside a civil aviation environment 66.A.30(e) ..... 12
  - 7.4 Addition category and/or rating endorsement ..... 12
- 8. Part-66 Category C Licence ..... 13
  - 8.1 Basic Experience 66.A.30(a) under 5 ..... 13
  - 8.2 Basic Experience 66.A.30(a) under 5 ..... 13
  - 8.3 Demonstrating experience ..... 14
- 9. Part-66 renewal ..... 15
  - 9.1 66.A.40 renewal ..... 15
- 10. Addition of a category to a Part-66 licence ..... 16
  - 10.1 Basic Knowledge 66.A.25 ..... 16
  - 10.2 Basic Experience 66.A.30 ..... 17
  - 10.3 Recent experience 66.A.30(d) ..... 17
  - 10.4 Upgrading to Category C ..... 18
- 11. Endorsement of a type rating to a Part-66 licence ..... 19

11.1	Type rating 66.A.45 .....	19
11.2	Overview of type ratings .....	19
11.3	Type rating on an AML .....	19
11.4	Aircraft type training or type rating exam.....	19
11.5	Differences training.....	19
11.6	Type training for complex aircraft in Categories B1, B2 and C – Group 1 .....	19
11.7	Aircraft type training requirements.....	20
11.8	Length of practical training .....	20
11.9	On the Job training (OJT) .....	20
11.10	Type exams for non-complex aircraft applicable to AML Categories B1.1, B1.3, B1.4 and B2 (Group 2) .....	21
11.11	Practical experience .....	21
11.12	Training “piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below” applicable to AML Category B3 (Group 3).....	22
11.13	Part-147 approved training .....	22
11.14	Overview of type ratings .....	22
11.15	Overview of type ratings per manufacturer .....	22
11.16	Full overview of subgroup ratings.....	23
11.17	Category B3 Group Rating .....	24
11.18	Annex II Aircraft .....	24
12.	Adding a type rating to a Part-66 licence/lifting an exclusion.....	25
12.1	Lifting an 66.A.50 exclusion.....	25
12.2	Upgrading to Category C.....	25
13.	Revocation, suspension and restriction.....	26
13.1	66.B.500 – Revocation, suspension and restrictions .....	26
14.	Prices Part-66 AML 2017 .....	27
15.	Delivery time for a Part-66 AML .....	28
16.	Delivery.....	29
16.1	How should Kiwa Register deliver your Part-66 AML? .....	29
17.	Various forms.....	30
17.1	Application Form 19.....	30
17.2	Part-66 AML Form 26.....	30
17.3	Transferring an AML.....	30
17.4	Glossary.....	30

## 1. Part-66 Aircraft Maintenance Licence (AML)

The Part-66 Aircraft Maintenance Licence was introduced in order to instigate a single regulatory and certification process for aircraft maintenance among EASA member states. Kiwa has been [mandated](#) to issue the following aircraft maintenance licences on behalf of the Minister of Infrastructure and Water Management:

### 1.1 The Part-66 AML

You can apply for Part-66 licence if you have the required basic knowledge and experience. In order to obtain an licence, you must be at least 18 years old. You can also add new categories and type ratings to your existing AML. To do this, you must meet the specific basic knowledge and experience requirements. Experience is relevant for the category or subcategory for which you apply. To add a type rating to your licence, you must be able to demonstrate that you have received maintenance training for the respective aircraft type. The validity of an Aircraft Maintenance Licence expires five years after the date it was originally issued or the date it was last amended.

### 1.2 Part-66 AML – statutory requirements

In order to be eligible to obtain a Part-66 licence, you must meet the following statutory requirements:

Regulation (EU) No. 1321/2014 of 26 November 2014

Regulation (EU) No. 2015/1088 of 3 July 2015

Regulation (EU) No. 2015/1536 of 16 September 2015

AMC Annex III (Part-66) to Regulation (EU) No. 1321/2014 Issue 2

AMC Annex III (Part-66) to Regulation (EU) No. 1321/2014 Issue 2 – Amendment 1

[Regulation \(EU\) No. 1321/2014](#)

[Regulation \(EU\) No. 2015/1536](#)

[Regulation \(EU\) No. 2015/1088](#)

[AMC and GM to Annex III Part-66 to \(EU\) No. 1321/2014 Issue 2](#)

[AMC and GM to Annex III Part-66 to \(EU\) No. 1321/2014 Issue 2- Amendment 1](#)

The ICAO rules for personnel licencing, which are given in Annex I to the Convention on International Civil Aviation, are fully backed by EU legislation.

## 2. Basic Knowledge 66.A.25

To demonstrate that you possess the required basic knowledge to be issued with an Aircraft Maintenance Licence or to add a new category or subcategory to your existing AML, you are required to pass module exams. The modules are listed in Appendix I of Annex III to (EU) Regulation No. 1321/2014. The module exams should be held by a maintenance training organisation approved under Annex IV, Part-147 to (EU) Regulation No. 1321/2014.

Training courses and exams must be followed and taken, respectively, in the ten-year period prior to your license application. This also applies to adding a new category or subcategory to an existing aircraft maintenance licence. If this is not the case in your situation, you can submit a request for examination credits that do not meet the requirements. Credits expire ten years after being granted by the competent authority. After the credits have expired, you can apply for new credits.

Qualification on basic subjects for each AML category or subcategory should be in accordance with the following matrix, in which applicable subjects are indicated by an 'X':

Subject Module	A or B1 aeroplanes with		A or B1 helicopter with		B2	B3
	Turbine engine	Piston engines	Turbine engine	Piston engines	Avionics	Piston-engine, non-pressurised aeroplanes 2000 kg MTOM and below
1	X	X	X	X	X	X
2	X	X	X	X	X	X
3	X	X	X	X	X	X
4	X	X	X	X	X	X
5	X	X	X	X	X	X
6	X	X	X	X	X	X
7A	X	X	X	X	X	
7B						X
8	X	X	X	X	X	X
9A	X	X	X	X	X	
9B						X
10	X	X	X	X	X	X
11A	X					
11B		X				
11C						X
12			X	X		
13					X	
14					X	
15	X		X			
16		X		X		X
17A	X	X				
17B						X

### Essay:

The exams for Modules 7 (Maintenance Practices), 9 (Human Factors) and 10 (Aviation Legislation) include writing an essay. Grades for essays you have to write to obtain your Category A licence also remain valid during further training required to add a new category or subcategory to your AML, provided you can produce the module exam certificate, or certificate of recognition basic training course, or already hold an AML.

### 3. Basic Experience 66.A.30

After possess the required basic knowledge, you have the acquired basic experience.

#### 3.1 For Category A, Subcategory B1.2, B1.4 and Category B3

The required length of experience depends on the training course you have taken. If you took a basic training course at a Part-147 approved organisation, you must have at least one (1) year of relevant basic experience after completing the course. If you have completed relevant secondary technical education in The Netherlands and you have experience in repairing, overhauling or inspecting mechanical, electrical or electronic equipment, you must have at least two (2) years of relevant basic maintenance experience after leaving school. If you do not have a relevant technical training, you must have at least three (3) years of basic experience.

#### 3.2 For Category B2, Subcategory B1.2 and B1.3

The required length of experience depends on the training course you have taken. If you took a basic training course at a Part-147 approved training organisation, you must gain at least two (2) years of relevant basic experience after completing the course. If you have completed relevant secondary technical education in The Netherlands and you have some experience in repairing, overhauling or inspecting mechanical, electrical or electronic equipment, you must gain at least three (3) years of relevant practical aircraft maintenance experience after leaving school. If you do not have a relevant technical training, you must have at least five (5) years of basic experience.

#### 3.3 Demonstrating basic experience

In order to demonstrate that you have gained the required basic experience, you can use your “Basic maintenance experience logbook for 1<sup>st</sup> issue or extension a new category to a Part-66 AML” or submit a certificate of basic experience.

With your logbook you can also demonstrate your practical experience by submitting a statement with your logbook that is co-signed by the Quality Manager of the aircraft maintenance organisation where you work certifying at least the following:

- Duration in which you have gained your basic experience.
- The aircraft types which you have gained experience (aircraft types in the category specified in your application).
- The systems with which you have gained experienced (systems in the category specified in your application). The activities for each ATA Chapter must be listed, 100 FH check, MLG wheel change, engine oil check, trouble shooting , structural repair.
- Type of maintenance i.e. base or line maintenance
- The work you have carried out to gain experience, perform, supervise, release (in the category specified in your application) must also be listed.

The basic maintenance experience logbook for obtaining or adding a new category to a Part-66 AML can be downloaded from [Logbook](#).

## **4. Part-66 Category A Licence**

As a Category A licence permits you to issue certificates of release to service off relatively simple maintenance work carried out in the framework of line maintenance and the repair of minor defects in a Part-145 approved maintenance organisation. The work is limited to the tasks specified in the mandate of the Part-145 approved maintenance organisation.

The Category A licence is divided into the following subcategories:

- A1 Turbine-engine aircraft
- A2 Piston-engine aircraft
- A3 Turbine-engine helicopters
- A4 Piston-engine helicopters

Category A does not contain type ratings.

### **4.1 Basic experience 66.A.30**

The Part-66.A.30 “Basic experience requirements” only specifies the required length of experience in years and that the experience must be a practical and involve a representative cross-section of maintenance tasks on aircraft performed by you.

AMC 66.A.30(a) “Basic experience requirements” specifies, among other things, maintenance work on civil aircraft in service. For you, this means that your experience must be based on maintenance work on aircraft operated by airlines, air taxi organisations, private aircraft owners, etc. Your experience must also cover a wide range of tasks in terms of length, complexity and variety and must be gained in a real maintenance environment. You can gain experience in different types of maintenance organisations (Part-145, MA, subpart F, FAR-145, etc.) or under the supervision of an independent certifying staff or AML holder, provided it is within the scope of work for which the licence you wish to apply.

### **4.2 Recent experience 66.A.30(d)**

One (1) year of the basic experience must be recent. At least 50% of the required 12 month basic experience must be gained within the twelve (12) month period prior the licence application. The remainder of the recent experience must be gained within the seven (7) years prior the licence application. The total practical experience must be gained in the ten (10) years prior the date of the licence application.

### **4.3 Experience outside a civil aviation environment 66.A.30(e)**

Aircraft maintenance experience gained outside a civil aircraft maintenance environment will only be accepted if it is equivalent to the experience required for a Part-66 Aircraft Maintenance Licence. The experience must be added with at least 6 months of relevant basic experience in civil aircraft maintenance environment.

### **4.4 Task training for Categories A and B1**

As a Category A licence holder you can only take task training courses. These courses are usually administered by a Part-145 approved maintenance organisation or by a Part-147 approved training organisation. On the basis of the type of training, a Part-145 approved maintenance organisation provides, it may issue a Category A licenced maintenance technician with an authorisation specifying the tasks he/she has been trained to perform.

Maintenance technicians with a Category B1 licence may be given task training on aircraft types that are not specified on their AML.

## 5. Part-66 Category B1 Licence

As a Category B1 “certifying staff” you are authorised to issue a “certificate of release to service” following the completion of “line maintenance” on structural components, engines, mechanical and electrical systems. In addition, avionics line replaceable units that can be easily tested for serviceability also fall within the scope of authorisation of this category of certifying staff.

For Category B1 you can issue a specific aircraft type rating. To obtain authorisation from a Part-145 or subpart F maintenance organisation for a specific aircraft type, the type rating must first be added to your Part-66 licence.

Signing off maintenance work on engines, and mechanical and electrical systems in a Part-145 maintenance organisation involves the following:

- Signing off maintenance work on avionics that can be verified to be in proper working order with a simple test without requiring any troubleshooting.
- Acting as support staff in carrying out basic maintenance in a Part-145 maintenance organisation.
- Signing off work carried out by other people under the licence holder's supervision.
- Carrying out Category A tasks in the subcategory or subcategories, for which you hold a Category B licence.

The Category B1 licence is subdivided into the following subcategories:

- B1.1 Turbine-engine aircraft
- B1.2 Piston-engine aircraft
- B1.3 Turbine-engine helicopters
- B1.4 Piston-engine helicopters

Category B1 also includes the corresponding A subcategory.

### 5.1 Basic Experience 66.A.30

The Part-66.A.30 “Basic experience requirements” only specifies the required length of experience in years and that the experience must be a practical and involve a representative cross-section of maintenance tasks on aircraft performed by you.

AMC 66.A.30(a) “Basic experience requirements” specifies, among other things, maintenance work on civil aircraft in service. For you, this means that your experience must be based on maintenance work on aircraft operated by airlines, air taxi organisations, private aircraft owners, etc. Your experience must also cover a wide range of tasks in terms of length, complexity and variety and must be gained in a real maintenance environment. You can gain experience in different types of maintenance organisations (Part-145, MA, subpart F, FAR-145, etc.) or under the supervision of an independent certifying staff or AML holder, provided it is within the scope of work for which the licence you wish to apply.

### 5.2 Recent experience 66.A.30(d)

One (1) year of the basic experience must be recent. At least 50% of the required 12 month basic experience must be gained within the twelve (12) month period prior the licence application. The remainder must be gained in the seven (7) years prior the licence application. The total practical experience must be gained in the ten (10) years prior the date of the licence application.

### 5.3 Experience outside a civil aviation environment 66.A.30(e)

Aircraft maintenance experience gained outside a civil aircraft maintenance environment will only be accepted if it is equivalent to the experience required for a Part-66 Aircraft Maintenance Licence. The experience must be added with at least 12 months of relevant basic experience in civil aircraft maintenance environment.



#### **5.4 Addition category and/or type rating endorsement**

You can add new (sub)category and/or type rating to your licence. Different conditions apply in this respect depending on the category/type rating you wish to obtain. For further information, see “Endorsement a new category/type rating to your Part-66 AML.

## 6. Part-66 Category B2 Licence

As a category B2 licence holder you are permitted for signing off maintenance work on avionics systems, and electrical power generation and distribution systems for avionic.

- Signing off relatively simple maintenance work carried out in the framework of line maintenance carried out in a Part-145 maintenance organisation. The work is limited to the tasks specified in the authorisation of the Part-145 approved maintenance organisation.
- Acting as support staff in carrying out basic maintenance in a Part-145 maintenance organisation.
- Signing off work carried out by other people under the licence holder's supervision.

### 6.1 Basic Experience 66.A.30

For a Category B2 licence you must have the required practical aircraft maintenance experience. To obtain a Category B2 licence, the experience must include standard maintenance on avionics and electrical systems of operational aircraft. It must be comparable with experience gained in a Part-145 maintenance environment.

AMC 66.A.30(a) "Basic experience requirements" specifies, among other things, maintenance work on civil aircraft in service. For you, this means that your experience must be based on maintenance work on aircraft operated by airlines, air taxi organisations, private aircraft owners, etc. Your experience must also cover a wide range of tasks in terms of length, complexity and variety and must be gained in a real maintenance environment. You can gain experience in different types of maintenance organisations (Part-145, MA, subpart F, FAR-145, etc.) or under the supervision of an independent certifying staff or AML holder, provided it is within the scope of work for which the licence you wish to apply.

### 6.2 Recent experience 66.A.30(d)

One (1) year of the practical experience must be recent. At least 50% of the practical experience must be gained in the 12 months immediately prior the licence application. The remainder may be gained in the seven years prior the licence application. The total practical experience must be gained in the **ten** (10) years prior the date of the licence application.

### 6.3 Experience outside a civil aviation environment 66.A.30(e)

Aircraft maintenance experience gained outside a civil aircraft maintenance environment will only be accepted if it is equivalent to the experience required for a Part-66 Aircraft Maintenance Licence. The experience must be added with at least 12 months of relevant basic experience in civil aircraft maintenance environment.

### 6.4 Addition category and/or type ratings endorsement

You can add new (sub)category and/or type rating to your licence. Different conditions apply in this respect depending on the category/type rating you wish to obtain. For further information, see "Addition a new category/type rating endorsement to a Part-66 Aircraft Maintenance Licence.

### 6.5 Category B2 AML authorisation for Category A tasks

The introduction of Regulation (EU) No 1321/2014 has made it possible for a maintenance organisation to assign a Category B2 licence holder to authorise the completion of Category A tasks.

The privilege for a B2 licence holder to release minor scheduled line maintenance and simple defect rectification in accordance with 66.A.20(a)(3)(ii) can only be granted by the Part-145 approved organisation where you are employed/contracted after meeting all the requirements specified in 145.A.35(o).

As a Category B2 licence maintenance holder technician you must have received “Category A task training” and be able to demonstrate that you have at least 6 months experience, see Part-145.A.35(o). A list of jobs that qualify for task training is given in EASA AMC 145.A30(g).

As a B2 licence holder you already hold a certifying staff authorisation containing minor scheduled line maintenance and simple defect rectification for a particular aircraft type, new tasks relevant to category A can be added to that type without requiring another 6 months of experience. However, task training (theoretical plus practical hands-on) and examination/assessment for these additional tasks is still required.

## 7. Part-66 Category B3 Licence

As a Category B3 licence you apply for a piston-engine aircraft with a non-pressurised cabin and an MTOM up to 2000kg.

It authorises you as licence holder to:

- To sign off work on aircraft structural components, engines and mechanical and electrical systems.
- To sign off work minor avionics systems that can be verified to be in proper working order with a simple test.

The authority granted to licence holders has the following exclusions:

- wooden structure aeroplanes,
- aeroplanes with a metal tubing structure covered with fabric,
- metal structure aeroplanes,
- composite structure aeroplanes.

### 7.1 Basic Experience 66.A.30

To obtain a Category B3 licence, you must have the required practical experience in aircraft maintenance (ref. EASA Part-66.A.30). For a Category B3 licence, the experience must include maintenance work on aircraft structural components, engines, mechanical systems and electrical systems, and fitting line replaceable units. It must be comparable with experience gained in a Part-145 maintenance environment.

AMC 66.A.30(a) “Basic experience requirements” specifies, among other things, maintenance work on civil aircraft in service. For you, this means that your experience must be based on maintenance work on aircraft operated by airlines, air taxi organisations, private aircraft owners, etc. Your experience must also cover a wide range of tasks in terms of length, complexity and variety and must be gained in a real maintenance environment. You can gain experience in different types of maintenance organisations (Part-145, MA, subpart F, FAR-145, etc.) or under the supervision of an independent certifying staff or AML holder, provided it is within the scope of work for which the licence you wish to apply.

### 7.2 Recent Experience 66.A.30(d)

One (1) year of the basic experience must be recent. At least 50% of the required 12 month basic experience must be gained within the twelve (12) month period prior the licence application. The remainder must be gained in the seven (7) years prior the licence application. The total practical experience must be gained in the ten (10) years prior the date of the licence application.

### 7.3 Experience outside a civil aviation environment 66.A.30(e)

Experience gained outside a civil aircraft maintenance environment will only be accepted if it is equivalent to the experience required for a Part-66 Aircraft Maintenance Licence. The experience must be added with at least one year of relevant basic experience in civil aircraft maintenance.

### 7.4 Addition category and/or rating endorsement

Other categories and subcategories can be added to the licence. Different conditions apply in this respect depending on the category/type rating you wish to obtain. The rating “Piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below” is specified on your Category B3 AML. You can demonstrate that you have the required experience with your “Practical Maintenance Experience Logbook for Category B3 piston-engine aircraft with a non-pressurised cabin and an MTOM up to 2000 kg”.

## 8. Part-66 Category C Licence

A Category C licence gives you as a holder the authority to sign off basic maintenance in a Part-145 maintenance organisation. The maintenance work is carried out by B1 and/or B2 support staff. Category C licence holders usually have a position in maintenance management. Holders of only a Category C licence are not, however, personally authorised to carry out and sign off aircraft maintenance.

If a Part-66 AML is obtained via conversion, one or more technical exclusions may apply. In some cases, the number of exclusions can lead to the issued licence no longer being in line with the knowledge and experience levels required for a Category C Aircraft Maintenance Engineer. The Competent Authority maintains a policy that no exclusions should be in effect when upgrading a Category B Part-66 AML to a Category C.

The following exclusions form an exception in this respect:

- metal structure,
- wooden structure,
- composite structure
- metal tubing structure covered with fabric.

These exclusions apply to licences for the maintenance of small aircraft.

The conditions for lifting exclusions that apply to you are set out in the conversion report. You can request the respective conditions by sending an email to the Kiwa Register.

### 8.1 Basic Experience 66.A.30(a) under 5

You can apply for an AML on the basis of engineering qualifications obtained at a university or higher professional education institution in The Netherlands. Only engineering degree programmes are accepted and they must be recognised by the Competent Authority. You must submit a request for exemption from exams to the Competent Authority. For the acceptance of your degree programme, the Competent Authority has to prepare an examination credit report. The Competent Authority will duly inform Kiwa.

### 8.2 Basic Experience 66.A.30(a) under 5

Experience requirements apply to the issuance of a Category C licence. Practical experience can be obtained as Category B1 or B2 license holder demonstrate at least 12 months working experience as a Certifying Support Staff. With a technical university degree a representative selection of tasks that must include the observation of hangar maintenance, maintenance planning, quality assurance, record keeping, approved spare parts control in a maintenance management environment.

1. Category B licence – large aircraft experience requirements
  - Three years of experience in carrying out B1.1, B1.3 or B2 work on large aircraft as a member of certifying staff or as a Part-145 Category B1.1, B1.3 or B2 member of support staff, or a combination of both.
  - Five years of experience in carrying out Category B1.2 or B1.4 work on large aircraft as a member of certifying staff or as a Part-145 Category B1.2 or B1.4 member of support staff, or a combination of both.
2. Category B licence – small aircraft experience requirements
  - Three years of experience in carrying out Category B1 or B2 work on **small** aircraft as a member of certifying staff or as a Part-145 Category B1 or B2 member of support staff, or a combination of both.
3. Experience requirements for people with a Category B1 or B2 licence
  - A Category C licence is intended as a supervisor of basic maintenance work. For this reason, part of the required experience must be gained in a basic maintenance environment. As a Category B1 or B2 licence holder you must have at least 12

months of demonstrable work experience as a member of basic maintenance support staff.

4. Experience requirements for people with a higher technical education
  - If you possess a higher technical education qualification in The Netherlands you must have three years of work experience in a maintenance management. Six months of the three years of experience must be gained in a basic maintenance environment.

AMC 66.A.30(a) “Basic experience requirements” specifies, among other things, maintenance work on civil aircraft in service. For you, this means that your experience must be based on maintenance work on aircraft operated by airlines, air taxi organisations, private aircraft owners, etc. Your experience must also cover a wide range of tasks in terms of duration, complexity and diversity and must be gained in a real maintenance environment. You can gain experience in different types of maintenance organisations (Part-145, MA, subpart F, FAR-145, etc.) or under the supervision of an independent supervisor/AML holder, provided it is within the scope of the licence for which you wish to apply.

### 8.3 Demonstrating experience

Part-66.A.10 makes it possible to demonstrate basic experience by submitting a statement issued by a Part-145 approved maintenance organisation. An agreement must be made in this respect between the Competent Authority/Kiwa and the Part-145 approved maintenance organisation.

The statement must contain details of where the experience was gained, the start and end dates, the total duration and the work it consists of (maintenance tasks, aircraft type and construction). The statement must be co-signed by the Quality Manager of the Part-145 approved maintenance organisation where the applicant works.

## **9. Part-66 renewal**

The validity of your Part-66 AML expires five years after the date it was originally issued or amended, unless the holder submits a renewal request so that the information on the AML can be verified against the records held on file.

### **9.1 66.A.40 renewal**

To renew your Part-66 AML, you have to fill in the application form and submit it together with your old Aircraft Maintenance Licence. Any certification authorisations based on your licence becomes immediately invalid as soon as the maintenance license is invalid. Your licence is only valid when issued and/or changed by Kiwa and when you have signed the document.

## 10. Addition of a category to a Part-66 licence

You can add new category or subcategory to your Aircraft Maintenance Licence. They will be added to your licence if you meet the basic knowledge and experience requirements.

### 10.1 Basic Knowledge 66.A.25

To demonstrate that you possess the required basic knowledge to add a category or subcategory to your AML, you must pass the appropriate module exam. The modules are listed in Appendix I of Annex III to Regulation (EU) No. 1321/2014 and are held by a maintenance training organisation approved under Annex IV, Part-147 to EU Regulation No. 1321/2014.

Training courses and exams must be followed and taken, respectively, in the ten-year period prior to your application. This also applies to adding a new category or subcategory to an existing AML. Exemptions expire ten years after being granted to you. You can apply for new credits after expiration.

You can use the table below to determine which supplementary modules you need to take to add a new category or subcategory to your licence.

Holder of Category	Category applied for	Supplementary modules or delta training
B1.1	B1.2	16
	B1.3	12
	B1.4	12, 16
B1.2	B1.1	5, 11A, 15
	B1.3	5, 12, 15
	B1.4	12
B1.3	B1.1	11A, 17
	B1.2	11B, 16, 17
	B1.4	16
B1.4	B1.1	5, 11A, 15, 17
	B1.2	11B, 17
	B1.3	5, 15
B1.1	B2	4, 5, 13
B1.2		4, 5, 13, 14
B1.3		4, 5, 13
B1.4		4, 5, 13, 14
B2	B1.1	2, 6, 7, 11A, 15, 17
	B1.2	2, 6, 7, 11B, 16, 17
	B1.3	2, 6, 7, 12, 15
	B1.4	2, 6, 7, 12, 16
A	B1.1	1 to 8, 11A, 15 and 17
	B1.2	1 to 8, 11B, 16 and 17
	B1.3	1 to 8, 12, 15
	B1.4	1 to 8, 12, 16
	B2	1 to 8, 13 and 14



## 10.2 Basic Experience 66.A.30

To add a new category or subcategory to your licence, you must have the relevant basic aircraft maintenance experience.

The table below contains information about the minimum length of experience requirements. The periods can be reduced by 50% if you have taken a **basic training course** at a Part-147 approved training institution.

From To	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B3
A1	-	6 months	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A2	6 months	-	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A3	6 months	6 months	-	6 months	2 years	1 year	2 years	6 months	2 years	1 year
A4	6 months	6 months	6 months	-	2 years	1 year	2 years	6 months	2 years	1 year
B1.1	None	6 months	6 months	6 months	-	6 months	6 months	6 months	1 year	6 months
B1.2	6 months	None	6 months	6 months	2 years	-	2 years	6 months	2 years	None
B1.3	6 months	6 months	None	6 months	6 months	6 months	-	6 months	1 year	6 months
B1.4	6 months	6 months	6 months	None	2 years	6 months	2 years	-	2 years	6 months
B2	6 months	6 months	6 months	6 months	1 year	1 year	1 year	1 year	-	1 year
B3	6 months	None	6 months	6 months	2 years	6 months	2 years	1 year	2 years	-

In order to demonstrate your experience, you can submit your “Basic maintenance experience logbook for the initial issue of your Part-66 AML or to add a new category to your licence”, with a statement of basic experience. Your statement of experience must be co-signed by the Quality Manager of the aircraft maintenance organisation in which you work and it must specify at least the following:

- The period during which the basic experience was gained;
- The aircraft type(s) with which you gained your basic experience (aircraft types in the category specified in your application).
- The systems with which you have gained experienced (systems in the category specified in your application). The activities for each ATA Chapter must be listed.
- The work you have carried out to gain experience (in the category specified in your application) must also be listed.

The basic maintenance experience logbook for obtaining or adding a new category to your Part-66 AML you can download it from: [Logbook](#).

## 10.3 Recent experience 66.A.30(d)

To add a new category/subcategory to your AML, the required recent basic experience may be less than one year, but it must be at least three months. The required basic experience depends on the difference between the AML category/subcategory that the applicant already has and the category/subcategory applied for. The demonstrated basic experience must be representative for the category/subcategory you applied for.

## 10.4 Upgrading to Category C

If your Part-66 AML is issued via a conversion of a Dutch Part-145 company authorisation, one or more technical exclusions may apply. In some cases, the number of exclusions can lead to the issued licence no longer being in line with the knowledge and experience levels required for a Category C Aircraft Maintenance Engineer. The Competent Authority maintains a policy that no exclusions should be in effect when upgrading a Category B Part-66 AML to a Category C. The following limitations/exclusions form an exception in this respect:

- metal structure,
- wooden structure,
- composite structure,
- metal tubing structure covered with fabric.

These limitations/exclusions are applied to licences for small aircraft.

## 11. Endorsement of a type rating to a Part-66 licence

### 11.1 Type rating 66.A.45

After being issued with your basic AML, you can specialise and obtain type ratings in categories B1, B2 and C. Holders of a Category B3 AML can obtain a group type rating. The EASA classifies aircraft according to type and complexity.

Type training shall have been started and completed within three (3) years preceding your application for a type rating endorsement.

### 11.2 Overview of type ratings

Group classification	Type rating		
	Type	Manuf. Group	Full Group
Group 1 – Complex aeroplanes and multiple-engine helicopters	X	-	-
	X	-	-
Subgroup 2a – Single turbine-engine aeroplanes	X	X	X
Subgroup 2b – Single turbine-engine helicopters	X	X	X
Subgroup 2c - Single piston-engine helicopters	X	X	X
Group 3 - Piston-engine aeroplanes	X	-	X
Group 3 - Piston-engine aeroplanes for Category B3	"Piston-engine non-pressurized aeroplanes of 2000kg MTOM and below"		

### 11.3 Type rating on an AML

In order to be able to work with your Part-66 AML, you must supplement your basic training with a specialisation in a specific type of aeroplane or helicopter.

In order to obtain a type rating, you have to be able to demonstrate that you possess sufficient knowledge and experience. You can do this by taking aircraft type training (followed by relevant on-the-job training (OJT), or taking a type rating exam and demonstrating practical experience. What you have to do depends on the type rating you wish to add to your Aircraft Maintenance Licence.

You have to take an aircraft type training or type rating exam at a Part-147 approved training organisation.

### 11.4 Aircraft type training or type rating exam

EASA has published an overview of all the aeroplanes and helicopters for which you can obtain a type rating (Part-66 AMC Appendix I). The overview contains a number of groups and subgroups. Whether aircraft type training or a type rating exam is required is specified for each group. Whether OJT is required in addition to aircraft type training is also indicated.

### 11.5 Differences training

Differences training is required in order to cover the differences between two different aircraft type ratings of the same manufacturer as determined by the Agency. The training is both theoretical and practical elements of type rating training. The type rating will only be endorsed on your licence after difference training when you complies with the following conditions, having already endorsed on the license the aircraft type rating from which the differences are being identified or having the type training requirements for the aircraft from which the differences are being identified.

### 11.6 Type training for complex aircraft in Categories B1, B2 and C – Group 1

Aircraft type training is compulsory for complex aeroplanes and helicopters. These aircraft types are listed in Group 1 of Appendix I to Part-66 AMC.

You can apply for a type rating for this category of aeroplanes and helicopters if you have completed the relevant Category B1 and B2 aircraft type training. This training consists of theoretical and a practical component, plus OJT.

With the exception of the first type rating, Category C is exempt from the practical training of type training. You must, however for the first type rating, you have to meet the Category B1 or B2 training level requirements (level 3).

### **11.7 Aircraft type training requirements**

Type training must meet the requirements specified in Part-66 Appendix III 'Type Training and Examination Standard' and it consists of a theoretical and a practical component. The training course contents (theory and practical) and duration are set by the Part-147 approved type training organisation that provides the training course and issues the training certificate, and must be based on a Training Need Analysis (TNA). The practical training course content and duration depend on the complexity of the respective aircraft types. The practical training must include at least 50% of the tasks listed in paragraph 3.2 of Appendix III to Part-66. The tasks must be carried out under the supervision of a competent instructor/assessor.

A logbook of practical training must also be compiled. The logbook must list all the work carried out and must contain a possibility for the trainee and instructor to sign off completed tasks. Training institutions that are not already Part-147 approved must be vetted by the Competent Authority before they can provide practical training. See the website of ILT for further information.

### **11.8 Length of practical training**

The length of practical training depends on the complexity of the respective aircraft types and their construction, systems and engines. However, for aircraft with an MTOM equal to or higher than 30,000 kg, the duration for the practical element of a type rating training course should not be less than two weeks unless a shorter duration meeting the objectives of the training.

### **11.9 On the Job training (OJT)**

OJT is required for adding the first type rating to each AML category/subcategory. Part-147 aircraft type training (theory and practical) is sufficient for adding the following type rating.

For aircraft in Group 1, type training (theory and practice) is required, plus OJT (66.A.45) for the first type rating in the (sub)category. The aim of OJT is to gain the required expertise and experience in carrying out aircraft maintenance.

OJT training takes place under the responsibility of a Part-145 or Part M subpart F approved maintenance organisation that is in possession of an 'A' rating for the respective aircraft type. The provided OJT must meet the requirements in Section 6 of Appendix III. The OJT must be approved by the competent authority that issues Aircraft Maintenance License. The OJT procedures must be registered in the Part-145 MOE, Section 3.15. If you have received OJT in a different EASA member state, the approval specified in Section 3.15 can be adopted after verifying that it meets the requirements. Because the EASA does not issue AMLs, the approval specified in Section 3.15 of the MOE does not apply to OJT received in non-European countries that are not monitored by the EASA.

Delta OJT for adding the same aircraft type to a Category B1 or B2 licence must include training in tasks listed under the first type in the category in which you are not yet proficient. Your logbook will be assessed to determine which ATAs are concerned in this respect. This type of OJT must also be approved by the competent authority that issues AMLs.

OJT is an approved component of your application for your first type rating. In your case, you or the approved maintenance organisation must request an assessment of the OJT in advance. During the

application process, you will be informed about the minimum requirements that must be met in order for the OJT to be accepted before the first type rating can be added to your Part-66 AML.

Depending on where OJT is/will be given, applications for adding the first type rating to an AML must be accompanied by the following:

If you receive OJT at a Dutch Part-145 maintenance organisation with Competent Authority approval of MOE 3.15:

- OJT logbook

If you receive or have received OJT at a Part-145 approved maintenance organisation in The Netherlands or another EASA member state without MOE 3.15:

- The OJT procedures
- The operating licence(s) and the AML(s) of the training supervisor(s)
- The operating licence(s) and the AML(s) of the training assessor(s)
- The "Compliance Report" specifying how the OJT procedures meet Part-66 requirements
- OJT logbook (the Compliance Report can form part of this).

If you receive or have received OJT at a Part-145 approved maintenance organisation in another EASA member state with MOE 3.15:

- Verification of the Part-145 MOE most recently approved by the supervisory authority
- The approved Section 3.15 from the Part-145 MOE
- The operating licence(s) and the AML(s) of the training supervisor(s)
- The operating licence(s) and the AML(s) of the training assessor(s)
- The "Compliance Report" specifying how the OJT procedures meet Part-66 requirements
- OJT logbook (the Compliance Report can form part of this).

If you receive or have received OJT at an EASA Part-145 approved maintenance organisation outside the EU:

- Verification of the MOE most recently approved by the supervisory authority
- The OJT procedures listed in the MOE most recently approved by the supervisory authority
- The operating licence(s) and the AML(s) of the training supervisor(s)
- The operating licence(s) and the AML(s) of the training assessor(s)
- The "Compliance Report" specifying how the OJT procedures meet Part-66 requirements
- OJT logbook (the Compliance Report can form part of this).

### 11.10 Type exams for non-complex aircraft applicable to AML Categories B1.1, B1.3, B1.4 and B2 (Group 2)

Aircraft type training is not required for non-complex aeroplanes and helicopters. Passing the respective type exam and demonstrating practical experience is sufficient. This applies to the aircraft types in Group 2 of Appendix I to Part-66 AMC. Type exams must meet the requirements specified in Part-66 Appendix III 'Type training and Examination Standards'.

### 11.11 Practical experience

Practical experience is generally gained by carrying out maintenance work in a Part-145 approved maintenance organisation. The work must be carried out under the supervision of a competent ground engineer. At least 50% of the practical experience must consist of the tasks listed in Appendix II to Part-66 AMC that are relevant for the aircraft type applied for and selected from each paragraph.

When applying for a second type rating from the same group, the practical experience to be demonstrated may consist of 30% of the tasks listed in Appendix II to Part-66 AMC. For following

types from the same group, proficiency in only 20% of the tasks listed in Appendix II must be demonstrated.

To demonstrate your practical experience, you must use the appropriate Kiwa practical training logbook. It is important for you to use the correct logbook for each category and only one logbook for each aircraft type. The practical experience logbook for adding a individual type rating, full (sub)group rating or manufacturer group to a Part-66 AML can be downloaded from, [Logbook](#).

### 11.12 Training “piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below” applicable to AML Category B3 (Group 3)

Type training and exams are not required for this group of aircraft. Demonstrating practical experience is sufficient. In this category, no aircraft types are listed on your AML. The practical experience is generally gained via on-the-job training working in a Part-145 approved maintenance organisation. The work must be carried out under the supervision of a competent ground engineer. At least 50% of the practical experience must consist of the tasks listed in Appendix II to Part-66 AMC that is relevant for the AML Category B3 rating applied for and selected from each paragraph.

The AML may be limited depending on the demonstrated experience.

The following limitations apply to AML Category B1.2:

- Pressurised aeroplanes
- Metal structure aeroplanes
- Composite structure aeroplanes
- Wooden structure aeroplanes
- Aeroplanes with a metal tubing structure covered with fabric

The following limitations apply to AML Category B3:

- Metal structure aeroplanes
- Composite structure aeroplanes
- Wooden structure aeroplanes
- Aeroplanes with a metal tubing structure covered with fabric

### 11.13 Part-147 approved training

You must take type training or type exams at a Part-147 approved training organisation. The aim of type training is to acquire the required theoretical knowledge for a Category B1 or B2 Licence. Type training also focuses on the specific skills and maintenance practices required to give proficiency in working on the respective aircraft. The theory exam and testing practical skills are components of training.

### 11.14 Overview of type ratings

As indicated in the overview, there are different methods for obtaining type ratings for all the (sub)groups. Type and group ratings are explained in more detail below.

**Type rating:** a type rating can be issued for Groups 1, 2a, 2b, 2c and 3 for AML Categories B1(...), B2 and C. Adding an aircraft or helicopter type takes place according to the type rating endorsement given in Appendix I to Part-66 AMC.

### 11.15 Overview of type ratings per manufacturer

A group rating per manufacturer (only applicable to Group 2) can be added for AML Categories B1.1, B1.3, B1.4, B2 and C for the aircraft types in subgroups **2a, 2b and 2c**.

For Categories B1(...) and C, you must possess *two type ratings from the same manufacturer* that are representative for the manufacturer's subgroup in order to qualify for a group rating for the respective manufacturer. The combination of the two types must be representative for the manufacturer's subgroup.

For Category B2, you must be able to demonstrate that you have sufficient relevant practical experience.

Category	Type rating	Listing
B1.1 B2 C	Manufacturer subgroup 2a	Piper subgroup 2a (single turbine-engine aeroplanes)
B1.3 B2 C	Manufacturer subgroup 2b	Eurocopter subgroup 2b (single turbine-engine helicopters)
B1.4 B2 C	Manufacturer subgroup 2c	Robinson subgroup 2c (single piston-engine helicopters)

### 11.16 Full overview of subgroup ratings

A full group rating (only applicable to Group 2 and 3) can be issued for AML Categories B1.1, B1.2, B1.3, B1.4, B2 and C and for (sub)group 2a, 2b, 2c and 3.

For Categories B1.1, B1.3, B1.4 and C, you must possess three type ratings from three different manufacturers in Group 2 that are representative for a subgroup in order to qualify for a full group rating for that subgroup.

For Category B1.2, you must be able to demonstrate that you have sufficient relevant practical experience with the aircraft types in Group 3. Exclusions may apply in this respect.

For Category B2, you must be able to demonstrate that you have sufficient practical experience.

Category	Type rating	Listing
B1.1	Full subgroup 2a	Full subgroup 2a (single turbo-propeller engine aeroplanes)
B1.2	Full group 3	Full group 3 (piston-engine aeroplanes) or, only on request, "piston-engine non-pressurized aeroplanes of 2.000 kg MTOW and below  The following exclusions may apply: - pressurised cabin; - metal structure aeroplanes; - composite structure aeroplanes; - wooden structure aeroplanes; - aeroplanes with a metal tube structure covered with fabric.
B1.3	Full subgroup 2b	Full subgroup 2b (single turbine-engine helicopters)
B1.4	Full subgroup 2c	Full subgroup 2c (single piston-engine helicopters)
B2 Aeroplane C Aeroplane	Full subgroup 2a Full group 3	Full subgroup 2a (single turbine-engine aeroplanes) Full group 3 (piston engine-aeroplanes)

B2 Helicopter C Helicopter	Full sub-groups 2b and 2c	Full subgroup 2b (single turbine-engine helicopters) Full subgroup 2c (single piston-engine helicopters)
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### 11.17 Category B3 Group Rating

The Category B3 Group Rating only contains the description “piston-engine non-pressurised aeroplanes of 2000kg MTOM and below” with exclusions for specific aircraft structure. For this group rating, a type exam is not required, but you must be able to demonstrate that you have relevant practical experience. You can have any applicable exclusions lifted by demonstrating experience with the respective structures.

Category	Type rating	Listing
B3	Piston-engine non-pressurised aeroplanes of 2,000 kg MTOM and below	Piston-engine non-pressurised aeroplanes of 2,000 kg MTOM and below The following exclusions may apply: - metal structure aeroplanes; - composite structure aeroplanes; - wooden structure aeroplanes; - aeroplanes with a metal tube structure covered with fabric.

### 11.18 Annex II Aircraft

To add a type rating for an Annex II aircraft heavier than 5,700 kg in “Group 1”, you must demonstrate that you have received OJT as well as type training.

Annex II aircraft are subject to national legislation and the criteria that you have to meet to obtain a type rating are therefore the responsibility of the Competent Authority.

OJT is required for aircraft in this group; it may, however, be combined with the practical component of type training;

- The training that is provided consists of a theoretical and a practical component plus an exam
- The practical training is based on Part-66 Appendix III
- A logbook compiled in accordance with the guidelines that apply to on-the-job training, see Section 6 of Appendix III to Part-66 AML.



## **12. Adding a type rating to a Part-66 licence/lifting an exclusion**

Exclusions may be imposed following conversion of a Dutch Part-145 operating licence, an AML from an EASA member state or a 66.A.45.

### **12.1 Lifting an 66.A.50 exclusion**

Exclusions on your AML imposed when it is issued or when adding Categories B1.2 and B3/new type ratings (66.A.45) can be lifted by demonstrating practical experience working on the respective aircraft structures. Experience can also be demonstrated via a practical assessment made by the competent authority.

### **12.2 Upgrading to Category C**

If your AML is issued on the basis of conversion, one or more technical limitations/exclusions will usually be imposed. In some cases, the number of exclusions can lead to the licence no longer being in line with the knowledge and experience levels required for a Category C Aircraft Maintenance Engineer. The Competent Authority maintains a policy that no exclusions should be in effect when upgrading a Category B Part-66 AML to a Category C.

The limitations/exclusions for Categories B1.2 and B3 form an exception in this respect:

- Metal structure
- Composite structure
- Wooden structure
- Metal tubing structure covered with fabric

### **13. Revocation, suspension and restriction**

Any irregularities discovered in your application to add/renew a category/type rating will be investigated:

#### **13.1 66.B.500 – Revocation, suspension and restrictions**

The competent authority shall suspend, limit or revoke your AML if it has identified a safety issue or if it has clear evidence that you have carried out or been involved in one or more of the following activities:

- obtaining a maintenance licence and/or certification authority by falsifying submitted documents;
- failing to carry out required maintenance combined with not reporting such facts to the organisation or person who requested the maintenance;
- failing to carry out required maintenance stemming from a personal inspection combined with not reporting such facts to the organisation or person for whom the maintenance had to be performed;
- negligent maintenance;
- falsification of maintenance records;
- issuing a certificate of release to service knowing that the maintenance specified on said certificate of release to service has not been carried out or without verifying that it has been carried out;
- carrying out maintenance or issuing a certificate of release to service under the influence of alcohol or drugs;
- issuing a certificate of release to service without completing the requirements of Annex I to Part-M, Annex II to Part-145 or Annex III to Part-66.

If it is discovered that you have carried out or have been involved in any of the aforementioned activities, an investigation will be initiated and your AML will be suspended pending the results thereof. The competent authority and EASA will be duly informed. If you cannot demonstrate that you have adhered to the regulatory requirements, your AML will be revoked.

## 14. Prices Part-66 AML

The prices charged by Kiwa Register for issuing licences and permits are set annually by the Minister and State Secretary of Infrastructure and Water Management.

The fixed prices for Certificates of Authority are listed in the Dutch Aviation Tariff Regulations

Check the website for rates, for issuing, endorsement and renewal. The rates include 21% VAT.

When paying for a Dutch Part-66 AML from another country, Kiwa Register's IBAN number and SWIFT code can be used. Kiwa Register's IBAN number is: NL62RABO0152544534. The SWIFT-code is: RABONL2.

The fees for the bank transfer you have to pay them yourselves.

Express Service, in addition to the tariff for the product, you pay express service 25% of the fee for the requested product (including 21% VAT and shipping by regular mail).

To request the Express Service for your product:

- Add subsequent endorsement type rating
- Renewal Part-66 license
- Renewal Part-66 licence in connection with loss or theft

Your application will be processed after payment has been received in full.

## 15. Delivery time for a Part-66 AML

The amount of time within which Kiwa Register has to deliver licences and permits is set by the Minister and State Secretary for Infrastructure and Water Management.

<b>Certificate of authority</b>	<b>Type of application</b>	<b>Delivery time</b>
Part-66 Aircraft Maintenance licence (AML)	First application	15 working days
	Additions/renewals	15 working days
	Renewal (duplicate)	15 working days
	Renewal in connection with loss or theft	15 working days

If you live abroad well send your license by secure courier. The cost is € 20,00 (including 21% VAT).

## **16. Delivery**

Kiwa deliver by mail of courier. You can specify how you wish the AML to be delivered on the application form. In some cases, your employer (mail handler) may arrange your application and all correspondence concerning your application will be sent to your employer.

If you do not reside in The Netherlands, the licence will be sent by courier and you will have to pay the costs yourselves.

## 17. Various forms

Various forms are used in conjunction with a Part-66 AML

### 17.1 Application Form 19

The required format for Application Form 19 is stipulated in EU Regulation 1321/2014, ([EU Regulation 1321/2014](#)).

### 17.2 Part-66 AML Form 26

The required format for the Aircraft Maintenance Licence is stipulated in EU Regulation 1321/2014, ([EU Regulation 1321/2014](#)).

### 17.3 Transferring an AML

If you decide to transfer your AML to another EU member state, you must submit an application form. After receipt of payment, your file will be transferred to the competent authority in the EU member state specified on the application form. Following transfer, your AML will be revoked in the country in which it was originally issued. You can transfer your AML to The Netherlands. In this situation, Kiwa will contact the competent authority in the EU member state where your AML was issued.

### 17.4 Glossary

AML	Aircraft Maintenance Licence
MTOM	Maximum Take Off Mass
Part-145	Approved maintenance organisation
Part-147	Approved training organisation
ICAO	International Civil Aviation Organisation
EASA	European Aviation Safety Agency
ATA	Air Transport Association
OJT	On the Job Training
TNA	Training Need Analysis
Competent Authority - ILT	The Netherlands Living Environment and Transport Inspectorate
MOE	Maintenance Organisation Exposition
JAR	Joint Aviation Regulation
AMC	Acceptable Means of Compliance
GM	Guidance Material