

NOTICE OF PROPOSED AMENDMENT (NPA) No 13/2005

DRAFT DECISION OF THE EXECUTIVE DIRECTOR OF THE AGENCY,

for a Decision amending Decision No 2003/19/RM of the Executive Director of the Agency of 28 November 2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Part-66 AML – List of Aircraft Type Ratings

TABLE OF CONTENTS

			Page
A		EXPLANATORY NOTE	3
	I	General	3
	II	Consultation	3
	III	Comment Response Document	4
	IV	Content of the draft decision	4
	V	Regulatory Impact Assessment	4
B		DRAFT DECISION	11
	I	Proposal for a Decision, amending Decision No 2003/19/RM	11

A. Explanatory Note

I. General

1. The purpose of this Notice of Proposed Amendment (NPA) is to propose an amendment to Annex IV Acceptable Means of Compliance (AMC) to Part-66 to Decision 2003/19/RM of the Executive Director of the Agency of 28 November 2003.¹ The reasons for this rulemaking activity are outlined further below. This is a revised NPA following NPA 1/2005 on Part-66 Aircraft Maintenance Licence (AML) – List of Aircraft Type Ratings.
2. The Agency is directly involved in the rule-shaping process. It assists the Commission in its executive tasks by preparing draft regulations, and amendments thereof, for the implementation of the Basic Regulation,² which are adopted as "Opinions" (Article 14.1). It also adopts acceptable means of compliance and guidance material to be used in the certification process (Article 14.2).
3. The text of this NPA is developed by the Agency. It is submitted for consultation of all interested parties in accordance with Article 43 of the Basic Regulation and Articles 5(3) and 6 of the EASA rulemaking procedure.³
4. This rulemaking activity is included in the Agency's rulemaking programme for 2005. It implements the rulemaking task 66.003 AMC Appendix I.

II. Consultation

5. To achieve optimal consultation, the Agency is publishing the draft decision on its internet site. Comments should be provided within 6 weeks in accordance with Article 6(5) of the EASA rulemaking procedure. The reasons for the reduced comment period are outlined below.
Comments on this proposal may be forwarded (*preferably by e-mail*), using the attached comment form, to:

By e-mail: NPA@easa.eu.int

By correspondence: Inge van Opzeeland
Rulemaking Directorate
EASA
Postfach 10 12 53
D-50452 Köln
Germany
Fax: +49(221) 89990 5508

¹ Decision No 2003/19/RM of the Executive Director of the Agency of 28.11.2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.

² OJ L 240, 7.9.2002, p. 1.

³ Decision of the Management Board concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ("rulemaking procedure"), EASA MB/7/03, 27.6.2003.

Comments should be received by the Agency before **19-09-2005**. If received after this deadline they might not be treated. Comments may not be considered if the form provided for this purpose is not used.

III. Comment response document

6. All comments received in time will be responded to and incorporated in a Comment Response Document (CRD). This may contain a list of all persons and/or organisations that have provided comments. The CRD will be widely available ultimately before the Agency adopts its final decision.

IV. Content of the draft decision

7. The objective of Appendix I to AMC-66, Aircraft type ratings for Part-66 aircraft maintenance licence, is to use the listed aircraft type ratings (aircraft / engine combinations) to ensure a common standard throughout Member States. This requires the Appendix being amended frequently to keep it up to date.
8. NPA 1/2005 on Part-66 Aircraft Maintenance Licence (AML) – List of Aircraft Type Ratings proposed to replace the existing text in Part-66 AMC Appendix I by a reference to a list on the EASA website. The list would have no longer been part of the AMC material. This would have enabled the Agency to keep the list up to date more frequently through a lighter process. From a legal point of view the list was seen as "for information purposes only" that was clearly not part of rule material to which the EASA rulemaking procedure would apply.
9. During the consultation process and taking into account the comments received the Agency came to the conclusion that the transfer of AMC material to the EASA website might not be the best possible solution. It would no longer be an EASA rule fitting in the hierarchy of texts as set by the Basic Regulation. As this list is of importance for the standardisation throughout Member States it has to remain within the AMC material. The CRD to the previous NPA is attached to this document.
10. The Agency presented to AGNA and SSCC a proposal to consider this task as a permanent rulemaking task for the Agency. The list will be updated three to four times per year according to the rulemaking procedure. However, the consultation period will be reduced to 6 weeks and no regulatory impact assessment will be carried out. AGNA and SSCC agreed with the Agency proposal. This NPA represents the first update according to this procedure.
11. Therefore, the Agency proposes to amend the list of Part-66 AMC Appendix 1 and to incorporate new type ratings. On one hand, these new type ratings result from new certification approvals for airframe/engine combinations. They are already widely used for aircraft maintenance licences by national aviation authorities. On the other hand, lighter aircraft have been added to the list based on

existing lists from Member States. According to paragraph 66.A.45(g)3. these aircraft have been sorted reflecting the structure and single/multiple engines.

12. Regarding aircraft below 5700kg with piston engines the Agency would like to address the question of denomination of piston engines to stakeholders. The first option and current proposal denominates the exact piston engine. However, it was indicated by one Member State that this might not be necessary and the designation “piston engine”, being the second option, would suffice. Although many manufacturers of piston engines exist, the engines as such do not differ significantly. The third option would be to name the piston engine group. These groups would be Normal piston engine, Diesel piston engine, Radial piston engine, Rotary piston engine and Wankel piston engine. In order to reach the best possible standardisation, stakeholders are asked to indicate their opinion on these three options.
13. Furthermore, stakeholders are asked to review the enclosed list regarding Annex II aircraft. Annex II of Regulation (EC) 1592/2002 encompasses criteria excluding some aircraft from the scope of EASA. Depending on the applicable criteria an aircraft could be considered as Annex II by one Member State but not by another Member State. This is an important point to consider and to agree on as the primary objective of this list is standardisation.

V. Regulatory Impact Assessment

14. The proposed change adds new type ratings to the list. These new type ratings result from new certification approvals. Many national aviation authorities already use these airframe/engine combinations for aircraft maintenance licences. This NPA adjusts AMC material to current practices. Therefore, no additional impact on national aviation authorities or aircraft maintenance licence holders can be seen. The list contributes to standardisation throughout the European Community thus facilitating the recognition of licences.

B. DRAFT DECISION

DECISION No .../.../RM OF THE EXECUTIVE DIRECTOR OF THE AGENCY of [...]

amending Decision No 2003/19/RM of the Executive Director of the Agency of 28 November 2003 on acceptable means of compliance and guidance material to Commission Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 1592/2002 of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency¹ (hereinafter referred to as the “Agency”), and in particular Articles 13 and 14 thereof.

Having regard to the Commission Regulation (EC) No 2042/2003 of 28 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.²

Whereas:

- (1) Part-66 AMC Appendix I Aircraft type ratings for Part-66 aircraft maintenance licence is required to be up to date to serve as reference for the national aviation authorities.
- (2) To achieve this requirement the text of Part-66 AMC Appendix I should be amended regularly to add new aircraft type rating.
- (2) The Agency shall issue certification specifications, including airworthiness codes and acceptable means of compliance (hereinafter referred to as AMC), as well as any guidance material for the application of the Basic Regulation and its implementing rules.
- (3) The Agency, pursuant to Article 43 of Regulation (EC) No 1592/2002 and articles 5(3) and 6 of the EASA rulemaking procedure³, has widely consulted

¹ OJ L 240, 7.9.2002, p. 1.

² OJ L 315, 28.11.2003, p. 1.

³ Decision of the Management Board concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material (“rulemaking procedure”), EASA MB/7/03, 27.6.2003.

interested parties (see: NPA No 13-2005) on the matters which are the subject of this Decision and has provided thereafter a written response to the comments received (see: <REF.DOCs>).

HAS DECIDED:

Article 1

Appendix I “Aircraft type ratings for Part-66 aircraft maintenance licence” to Annex IV to Decision No 2003/19/RM is amended by Annex I to this decision.

Article 2

This Decision shall enter into force on the day following its publication in the *Official Publication of the Agency*.

Done at Cologne, XX XX XX

P. Goudou

Annex I

[For ease of understanding deleted text is marked with ~~strikethrough~~ and new text is marked **bold underlined**. Unchanged text is marked with ***.]

**“APPENDIX I
AIRCRAFT TYPE RATINGS
FOR PART-66 AIRCRAFT MAINTENANCE LICENCE**

~~Appendix I – Aircraft type ratings for Part 66 aircraft maintenance licence~~

The following aircraft type ratings will be used to ensure a common standard throughout the Member States.

The inclusion of an aircraft type in the licence does **not** indicate that the aircraft type has been granted a type certificate **under Regulation 1702/2003** in the Member State that issued the licence, this list being only intended for the purpose of maintenance.

In order to keep this list current and type ratings consistent, where a Member State needs to issue a type rating that is not included in this list, such information should be first passed on to the Agency.

1. **Large aircraft.** Aeroplanes with a maximum take-off mass of 5700 kg and above, and/or requiring type training and individual type rating ~~[to be completed]~~.

Aerospaceline Guppy (Rolls-Royce Corporation Allison 501)	BAe 1000 (PW PLU 305)
	BAe ATP (PW 120)
Aerospatiale N262 (Turbomeca Bastan)	BAe Jetstream 31/32/41 (Honeywell Allied TPE 331)
Aerospatiale SN601 (PWC JT15D)	BAe Jetstream 3100 (Honeywell TPE 331)
Aerospatiale/BAe Concorde (RR Olympus)	BAe Jetstream 4100 (Honeywell TPE 331)
	BAe/Hawker 125 (PW305)
Airbus A300 B2/B4 (GE CF6)	
Airbus A300 B2/B4 (PW 4000)	Beech 300 (PWC PT6)
Airbus A300 B2/B4 (PW JT9D)	Beech 350 (PWC PT6)
Airbus A300-600 (GE CF6)	Beech 400 (PW JT15)
Airbus A300-600 (PW 4000)	Beech 1900 (PWC PT6)
Airbus A300-600 (PW JT9D)	
Airbus A310 (GE CF6)	Boeing B707 (RR Conway)
Airbus A310 (PW 4000)	Boeing B707/720 (PW JT3D)
Airbus A310 (PW JT9D)	Boeing B717-200 (RRD BR715)
Airbus A318 (PW6000)	Boeing B727 (PW JT8D)
Airbus A318/A319/A320/A321 (CFM56)	Boeing B727 (RR Tay)
Airbus A319/A320/A321 (V2500)	Boeing B737- 100/200 (PW JT8D)
Airbus A330 (GE CF6)	Boeing B737- 300/400/500 (CFM56)
Airbus A330 (PW 4000)	Boeing B737- 600/700/800/900 (CFM 56)
Airbus A330 (RR RB211 Trent)	Boeing B747- 100 (GE CF6)
Airbus A340 (CFM56)	Boeing B747- 100 (PW JT9D)
Airbus A340 (RR RB211)	Boeing B747-100 (RR RB211)
Airbus A340 (RR Trent 500)	Boeing B747- 200/300 (GE CF6)
Airbus A380 (RR Trent 900)	Boeing B747- 200/300 (PW JT9D)
Airbus Beluga (GE CF6)	Boeing B747- 200/300 (RR RB211)
	Boeing B747- 400 (GE CF6)
Antonov AN12 (IP A1-20)	Boeing B747- 400 (PW 4000)
Antonov AN22 (Samara/Kusnetsov)	Boeing B747- 400 (PW JT9D)
Antonov AN24 (IP A1-24)	Boeing B747- 400 (RR RB211)
Antonov AN26 (IP A1-24)	Boeing B747SP (PW JT9D)
Antonov AN28 (Rzeszow TWD-10B)	Boeing B747SP (RR RB211)
Antonov AN32 (IPA1-20)	Boeing B757- 200/300 (PW 2000)
Antonov AN38 (Honeywell Allied TPE 331)	Boeing B757- 200/300 (RR RB211)
Antonov AN72 (IPD-36)	Boeing B767- 200/300 (PW 4000)
Antonov AN124 (IP/L-D18)	Boeing B767- 200/300 (PW JT9D)
	Boeing B767- 200/300 (RR RB211)
ATR 42/72 (PW 120)	Boeing B767- 200/300/400 (GE CF6)
	Boeing B777- 200/300 (GE 90)
BAe 1-11 (RR Spey)	Boeing B777- 200/300 (PW 4000)
BAe 125 (Honeywell Allied TFE 731)	Boeing B777- 200/300 (RR RB211 Trent)
BAe 125 (RR Viper)	
BAe 146 / RJ (Avco-Lyc ALF 500 Series)	Bombardier BD100-1A10 (Honeywell AS907)
BAe 748 (RR Dart)	Bombardier BD700-1A10 2 (RRD BR710)

Bombardier CL 600-1A11 (Avco-Lyc ALF502)	Embraer ERJ 170 100/200 (GE CF34)
Bombardier CL 600-2A12 (GE CF34)	
Bombardier CL 600-2B16 (GE CF34)	Fairchild SA 226/227/228 (Honeywell Allied TPE 331)
Bombardier CL 600-2B19 (GE CF34)	Fairchild SA 227 Metro III (PWC PT6)
Bombardier CL 600-2C10 (GE CF34)	
Bombardier CL 600-2D24 (GE CF34)	Fokker F27 Series /FH227 (RR Dart)
Bombardier CL 601 (GE CF34)	Fokker F28 (RR Spey)
Bombardier DHC- 6 (PWC PT6)	Fokker F28-1000/2000/3000/4000 (RR Spey)
Bombardier DHC- 7 (PWC PT6)	Fokker F50 (PW 125)
Bombardier DHC- 8-100/200/300 (PW 120)	Fokker F70/ 100 (RR Tay)
Bombardier DHC- 8-400 (PW 150)	Fokker VFW 614 (RR M45H)
	Fokker VFW 614 Attas (RR M45H)
Canadair CL 44 (RR Tyne)	
Canadair CL 215 (PW R2800)	Gates Learjet 23 (CJ610)
Canadair CL 415 (PW 123)	Gates Learjet 24 (CJ610)
	Gates Learjet 25 (CJ610)
Casa 212 (Honeywell Allied TPE 331)	Gates Learjet 31 (Honeywell Allied TFE 731)
Casa 235 (GE CT7)	Gates Learjet 35 (Honeywell Allied TFE 731)
	Gates Learjet 36 (Honeywell Allied TFE 731)
Cessna 525 (Will FJ 44)	Gates Learjet 45 (Honeywell Allied TFE 731)
Cessna 550 (PW 530)	Gates Learjet 55 (Honeywell Allied TFE 731)
Cessna 550/560 (PW 530)	Gates Learjet 60 (PW 305)
Cessna 550/560 (PWC JT15D)	
Cessna 551 (PWC JT15D)	Gulfstream G200 (PW 306)
Cessna 560 (PW 545)	Gulfstream I (RR Dart)
Cessna 650 (Honeywell Allied TFE 731)	Gulfstream II & III (RR Spey)
Cessna 680 (PW 306)	Gulfstream IV (RR Tay)
Cessna 750 (Rolls-Royce Corporation Allison AE 3000)	Gulfstream V Series -(RRDBRR BR 710)
	Gulfstream VSP (RRD BR 710)
Consolidated PBY-5A (PW R1830)	
	HP Herald (RR Dart)
Convair 240/340/440 (PW R2800)	
Convair 540/580 (Rolls-Royce Corporation Allison 501)	IAI 1121/1123 (CJ610)
Convair 600/640 (RR Dart)	IAI 1124 (Honeywell Allied TFE 731)
	IAI 1125 (Honeywell Allied TFE 731)
Dassault Falcon 10/100 (Honeywell Allied TFE 731)	IAI Astra SPX (Honeywell TFE 731)
Dassault Falcon 20 (Honeywell Allied TFE 731)	IAI Galaxy (PW 306)
Dassault Falcon 20 (GE CF700)	
Dassault Falcon 50 (Honeywell Allied TFE 731)	Ilyushin IL-14 (Ash 82)
Dassault Falcon 200 (Honeywell Allied ATF 3-6)	Ilyushin IL-18 (Ivchenko)
Dassault Falcon 900 (Honeywell Allied TFE 731)	Ilyushin IL-62 (Kuznetsov)
Dassault Falcon 900 EX EASy (Honeywell TFE 731)	Ilyushin IL-62 (Soloviev)
Dassault Falcon 2000 (Honeywell Allied CFE 738)	Ilyushin IL-76/78 (Aviadvigatel)
Dassault Falcon 2000 EX (PW 308)	Ilyushin IL-86 (Aviadvigatel)
Dassault Falcon 2000 EX EASy (PW 308)	Ilyushin IL-86 (CFM 56)
	Ilyushin IL-86 (Samara)
De Havilland DH 114 (DH Gipsy Queen)	Ilyushin IL-96 (Aviadvigatel)
	Ilyushin IL-96M (PW 2337)
Dornier DO 228 (Honeywell Allied TPE 331)	Ilyushin IL-114 (Klimov)
Dornier DO 328 (PW 119)	Ilyushin IL-114PC (PW 127)
Dornier DO 328 (PW 306)	
	Junkers JU 52 (BMW 132)
Embraer EMB 110 (PWC PT 6)	Junkers JU 52 (PW R1340)
Embraer EMB 120 (PW 118)	
Embraer EMB 135/145 (Rolls-Royce Corporation Allison AE3007)	Let 410/ 420 (MW M601)
	Let 610 (GE CT7)
	Lockheed Jetstar (Honeywell Allied TFE 731)
	Lockheed Jetstar (PW JT12)

Lockheed L100 (Rolls-Royce Corporation Allison T56)	PZL M-28 Mielec (PWC PT6)
Lockheed L188 (Rolls-Royce Corporation Allison 501)	PLZ M-28 Mielec (Rzeszow TW-10)
Lockheed L382 (Rolls-Royce Corporation Allison 501)	Rockwell Sabreliner (Honeywell Allied TFE 731)
Lockheed L1011 (RR RB211)	Rockwell Sabreliner (GE CF700)
	Rockwell Sabreliner (PW JT12)
McD DC3 (PW R1830)	Saab 340 (GE CT-7)
McD DC4 (PW R2000)	Saab 2000 (Rolls-Royce Corporation Allison AE2100)
McD DC6 (PW R2800)	
McD DC7 (Wright R3350)	Shorts 330/360 (PWC PT6)
McD DC8 (CFM56)	
McD DC8 (PW JT3D)	Tupolev TU 134 (Soloviev)
McD DC8 (RR Conway)	Tupolev TU 154 (Kusnetsov)
McD DC9 (PW JT8D)	Tupolev TU 154 (Soloviev)
McD DC10 (GE CF6)	Tupolev TU 204 (Aviadvigatel)
McD DC10 (PW JT9D)	Tupolev TU 204 (RR RB211)
McD MD11 (GE CF6)	
McD MD11 (PW 4000)	Yakovlev Yak-40 (Ivchenko)
McD MD80 (PW JT8D)	Yakovlev Yak-42 (Ivchenko)
McD MD90 (V2500)	
Mitsubishi MU-300 (PW JT15)	

2. Complex aircraft below 5700kg, requiring type training and individual type rating.

<u>Beech 90 (PWC PT6)</u>	
<u>Beech 200 Series (PWC PT6)</u>	<u>Piper PA 42 (Honeywell TPE 331)</u>
<u>Beech A100 (PWC PT6)</u>	<u>Piper PA 42 (PWC PT6)</u>
<u>Beech B100 (Honeywell TPE 331)</u>	<u>Piper PA 46 (Continental TSIO-520)</u>
<u>Beech-Sferma 60 (Turbomeca Astazou II.D.)</u>	<u>Piper PA 46 (Lycoming TIO-540)</u>
	<u>Piper PA 46-310P/-350P (PWC PT6)</u>
<u>Cessna 425 (PWC PT6)</u>	<u>Piper PA 46-500 Meridian (PWC PT6)</u>
<u>Cessna 441 (Honeywell TPE 331)</u>	<u>Piper PA 60 Series (Lycoming TIO-540)</u>
<u>Cessna 500/501 (PWC JT15D)</u>	
<u>Cessna 525 (Will FJ 44)</u>	<u>Raytheon 390 (Williams FJ44)</u>
<u>Cessna/Reims F406 (PWC PT6)</u>	
	<u>Rockwell Turbo Commander (Honeywell TPE 331)</u>
<u>Embraer EMB-121 (PWC PT6)</u>	
<u>Piaggio P180 Avanti (PWC PT6)</u>	<u>Socata TBM 700 (PWC PT6)</u>
<u>Pilatus PC-12/45 (PWC PT6)</u>	

3. Aeroplanes with turbine engines below 5700kg, multiple engine, eligible to type examinations and group ratings.

<u>Beech 65-90 (PWC PT6)</u>	
<u>Beech 99 (PWC PT6)</u>	<u>Dornier DO 28D-6/128-6 (PWC PT6)</u>
<u>Britten Norman BN2T Islander (Rolls-Royce Corporation 250)</u>	<u>Fairchild Swearingen SA 26-AT (TPE 331)</u>
<u>De Havilland DHC-6 "Twin Otter" (PWC PT6)</u>	<u>Mitsubishi MU 2B (TPE 331)</u>
	<u>Piaggio P-180 (PWC PT6)</u>

	<u>Shorts SC7 Skyvan 3 Variant 100 (Honeywell TPE 331)</u>
<u>Piper PA 31T (PWC PT6)</u>	

4. Aeroplanes with turbine engines below 5700kg, single engine, eligible to type examinations and group ratings.

<u>Cessna 208 Series (PWC PT6)</u>	<u>Pilatus PC-12 (PWC PT6)</u>
<u>Grob G 520 (TPE 331)</u>	<u>SIAI-Marchetti SM1019 (Rolls-Royce Corporation 250)</u>
<u>Pilatus PC-6/B2-H4 (PWC PT6)</u>	
<u>Pilatus PC-9 (PWC PT6)</u>	

5. Aeroplane multiple piston engines – metal structure, eligible to type examinations and group ratings.

<u>Aero Commander 680E (Lycoming 435)</u>	<u>Cessna 421 (RR Continental TSIO-520)</u>
	<u>Cessna T303 (RR Continental TSIO-520)</u>
<u>Beech 55 (RR Continental 520)</u>	<u>Cessna T337 (RR Continental TSIO-360)</u>
<u>Beech 58 (RR Continental 520)</u>	
<u>Beech 58P (RR Continental TSIO-520)</u>	<u>Grumman American GA-7 (Lycoming 320)</u>
<u>Beech 60 (Lycoming TIO-541)</u>	
<u>Beech 76 (Lycoming 360)</u>	<u>Partenavia P68 (Lycoming 360)</u>
<u>Beech 95 Series (Lycoming)</u>	
<u>Beech 95 Series (RR Continental)</u>	<u>Piper PA 23 Series (Lycoming)</u>
	<u>Piper PA 30 (Lycoming)</u>
<u>Britten Norman BN2 Islander (Lycoming 540)</u>	<u>Piper PA 31 (Lycoming)</u>
<u>Britten Norman BN2A Trislander (Lycoming 540)</u>	<u>Piper PA 31P (Lycoming TIGO-541)</u>
	<u>Piper PA 34 (Lycoming 360)</u>
	<u>Piper PA 34 (RR Continental TSIO-360)</u>
<u>Cessna 310 Series (RR Continental)</u>	<u>Piper PA 39 (Lycoming 320)</u>
<u>Cessna 335 (RR Continental TSIO-520)</u>	<u>Piper PA 44 Series (Lycoming)</u>
<u>Cessna 337 (RR Continental 360)</u>	
<u>Cessna 340 (RR Continental TSIO-520)</u>	<u>Rockwell 500S Shrike Commander (Lycoming 540)</u>
<u>Cessna 401/402 (RR Continental TSIO-520)</u>	
<u>Cessna 404 (RR Continental TSIO-520)</u>	
<u>Cessna 414 (RR Continental TSIO-520)</u>	

6. Aeroplane single piston engine – metal structure, eligible to type examinations and group ratings.

<u>American AA-1 (Lycoming 235)</u>	
<u>American AA-1A (Lycoming 320)</u>	<u>Bölkow BO 209 (Lycoming 320)</u>
<u>American AA-5 (Lycoming 320)</u>	
<u>American AG-5B (Lycoming 360)</u>	<u>Cessna 120 (RR Continental C85)</u>
	<u>Cessna 140 Series (RR Continental)</u>
<u>ARV 1 Super 2 (Hewland AE75)</u>	<u>Cessna 150 Series (RR Continental)</u>
	<u>Cessna 152 (Lycoming 235)</u>
<u>Beech 23 (Lycoming 360)</u>	<u>Cessna 170 Series (RR Continental)</u>
<u>Beech 23 (RR Continental 346)</u>	<u>Cessna 172 Series (Lycoming)</u>
<u>Beech 24 (Lycoming 360)</u>	<u>Cessna 172 Series (RR Continental)</u>
<u>Beech 33 Series (RR Continental)</u>	<u>Cessna 172 Series (Thielert Centurion 1.7 (Diesel))</u>
<u>Beech 35 Series (RR Continental)</u>	<u>Cessna 175 Series (Lycoming)</u>
<u>Beech 36 (RR Continental 550)</u>	

<u>Cessna 175 Series (RR Continental)</u>	<u>Morane Saulnier Rallye 110ST (Lycoming 235)</u>
<u>Cessna 177 Series (Lycoming)</u>	<u>Morane Saulnier Rallye 150 (Lycoming 320)</u>
<u>Cessna 180 Series (RR Continental)</u>	<u>Morane Saulnier Rallye 180T (Lycoming 360)</u>
<u>Cessna 182 Series (Lycoming)</u>	<u>Morane Saulnier Rallye 235E (Lycoming 540)</u>
<u>Cessna 182 Series (RR Continental)</u>	
<u>Cessna 182 Series (SMA SR305-230 (Diesel))</u>	<u>Piper PA 16 Series (Lycoming)</u>
<u>Cessna 185 Series (RR Continental)</u>	<u>Piper PA 18 (RR Continental C-90)</u>
<u>Cessna 195 (Jacobs R755)</u>	<u>Piper PA 18 Series (Lycoming)</u>
<u>Cessna 206 Series (RR Continental)</u>	<u>Piper PA 20 Series (Lycoming)</u>
<u>Cessna 207 Series (RR Continental)</u>	<u>Piper PA 22 Series (Lycoming)</u>
<u>Cessna 210 Series (RR Continental)</u>	<u>Piper PA 24 Series (Lycoming)</u>
<u>Cessna P210N (RR Continental TSIO-520)</u>	<u>Piper PA 25 Series (Lycoming)</u>
	<u>Piper PA 28 Series (Lycoming)</u>
<u>Fuji FA-200 Series (Lycoming)</u>	<u>Piper PA 28 Series (RR Continental)</u>
	<u>Piper PA 28-201T (RR Continental TSIO-360)</u>
<u>Maule M5-180C (Lycoming 360)</u>	<u>Piper PA 32 Series (Lycoming)</u>
<u>Maule M5-235C (Lycoming 540)</u>	<u>Piper PA 38 Series (Lycoming)</u>
<u>Maule M6-235 (Lycoming 540)</u>	
<u>Maule M7 Series (Lycoming)</u>	<u>Rockwell Commander 112 (Lycoming TIO-360)</u>
<u>Maule MX-7-180 (Lycoming 360)</u>	<u>Rockwell Commander 114 (Lycoming 540)</u>
<u>Mooney M20 (Lycoming 360)</u>	<u>SIAI-Marchetti S205 (Lycoming 360)</u>
<u>Mooney M20K (RR Continental TSIO-360)</u>	
<u>Mooney M20M (Lycoming TIO-540)</u>	<u>SOCATA TB9 (Lycoming 320)</u>
	<u>SOCATA TB10 (Lycoming 360)</u>
<u>Morane Saulnier MS 892 (Lycoming 320)</u>	<u>SOCATA TB20 (Lycoming 540)</u>
<u>Morane Saulnier MS 893 (Lycoming 360)</u>	<u>SOCATA TB21 (Lycoming TIO-540)</u>
<u>Morane Saulnier MS 894 (Franklin 6A-350-C1)</u>	
<u>Morane Saulnier Rallye 100 (RR Continental 200)</u>	<u>Zlin Z526F (Walter M-137)</u>

7. Aeroplane multiple piston engines – wooden structure, eligible to type examinations and group ratings.

8. Aeroplane single piston engine – wooden structure, eligible to type examinations and group ratings.

<u>Bellanca 17-30A (RR Continental 520)</u>	
<u>Bellanca 7 Series (Lycoming)</u>	<u>Christen A1 Husky (Lycoming 360)</u>
<u>Bellanca 8 Series (Lycoming)</u>	
	<u>Piper PA 12 (Lycoming 235)</u>
<u>CAP 10 (Lycoming 360)</u>	<u>Piper PA 15 (RR Continental C85)</u>
<u>Champion 7 Series (Continental)</u>	<u>Slingsby T61 (Stark Stamo MS 1500)</u>
<u>Champion 7 Series (Lycoming)</u>	<u>Slingsby T67A (Lycoming 235)</u>
<u>Champion 8 Series (Lycoming)</u>	

9. Aeroplane multiple piston engines – composite structure, eligible to type examinations and group ratings.

<u>Diamond DA42 (Thielert TAE 125-01)</u>

10. Aeroplane single piston engine – composite structure, eligible to type examinations and group ratings.

<u>Cirrus SR20 (Continental IO 360)</u>	
	<u>Grob G115 Series (Lycoming)</u>
<u>Diamond DA20/DV20 (Rotax 912)</u>	
<u>Diamond DA20 (RR Continental 240)</u>	<u>Ruschmeyer R90-230RG (Lycoming 540)</u>
<u>Diamond DA40 (Lycoming 360)</u>	
<u>Diamond DA40 D (Thielert TAE 125-01)</u>	<u>Slingsby T67 Series Comp (Lycoming)</u>
<u>Extra EA-300 (Lycoming 540)</u>	

11. Large helicopters. Multi-engine. Helicopters with a maximum take-off mass of 3175kg and above, and/or requiring type training and individual type rating.

<u>Aérospatiale SA 365 (Turbomeca Arriel)</u>	<u>Eurocopter AS 365 N1, N2, N3 (Turbomeca Arriel 1)</u>
	<u>Eurocopter AS 365 N1, N2, N3 (Turbomeca Arriel 2C)</u>
<u>Agusta A109 (Rolls-Royce Corporation 250)</u>	<u>Eurocopter BK 117 C-2 (Turbomeca Arriel)</u>
<u>Agusta A109 (Turbomeca Arrius 2)</u>	<u>Eurocopter BO 105 Series (Rolls-Royce Corporation 250)</u>
<u>Agusta A109 (PW 206/207)</u>	<u>Eurocopter EC 135 (Turbomeca Arrius)</u>
	<u>Eurocopter EC 135 (PW 206)</u>
<u>Agusta-Bell AB 139 (PWC PT6)</u>	<u>Eurocopter EC155 (Turbomeca Arriel)</u>
	<u>Eurocopter EC 225 (Turbomeca Makila)</u>
<u>Bell 212 (PWC PT6)</u>	<u>Eurocopter MBB 105 (Rolls-Royce Corporation 250)</u>
Bell 214 (GE CT7)	<u>Eurocopter MBB BK 117 (Turbomeca Arriel)</u>
<u>Bell 214 (Lycoming T5508D)</u>	<u>Eurocopter MBB BK 117 (Lycoming LTS 101)</u>
<u>Bell 214 (T700)</u>	
<u>Bell 222 (Rolls-Royce Corporation 250)</u>	Kamov KA-25 (Glushenkov)
<u>Bell 222 (Lycoming LTS 101)</u>	Kamov KA-26 (Vedeneyev)
<u>Bell 230/430 (Rolls-Royce Corporation 250)</u>	Kamov KA-27 (Isotov)
<u>Bell 412 (PWC PT6)</u>	<u>MBB-BK 117 A-1/-3/-4/-B-1/-2 (LTS 101-650/-750-B1)</u>
<u>Bell 430 (Rolls-Royce Corporation 250)</u>	<u>MBB-BK 117 C1 (Turbomeca Arriel 1E2)</u>
	<u>MBB-BK 117 C2 / EC 145 (Turbomeca Arriel 1E2)</u>
<u>Boeing 107 (CT58)</u>	
Boeing BV234 (Avco Lyc 5512)	<u>MD 900 (Turbomeca Arrius)</u>
<u>EAC S-64-F (JFTD12)</u>	<u>MD 900 (PW 206/207)</u>
	<u>MD 902 (PW 206/207)</u>
EH 101 (GE CT700)	
	Mil Mi-6 (Soloviev)
Eurocopter AS 321/330 (<u>Turbomeca</u> Turmo)	Mil Mi-8 (Isotov TV2)
Eurocopter AS 332 L2 (<u>Turbomeca</u> Makila)	<u>Mil Mi-8T (TW 2-117A)</u>
Eurocopter AS 332/332L/L1 (<u>Turbomeca</u> Makila)	Mil Mi-10 (Soloviev)
<u>Eurocopter AS 355 (Rolls-Royce Corporation 250)</u>	
<u>Eurocopter AS 355 (Turbomeca Arrius)</u>	
<u>Eurocopter AS 365 N (Turbomeca Arriel)</u>	

Mil Mi-17 (Isotov TV3)	<u>Sikorsky S76A (Rolls-Royce Corporation 250)</u>
Mil Mi-26 (Lotarev D-136)	<u>Sikorsky S76 (Rolls-Royce Corporation 250)</u>
	<u>Sikorsky S76 (Turbomeca Arriel)</u>
PZL W-3A Swidnik (Rzeszow <u>PZL-10W^{TW-40}</u>)	<u>Sikorsky S76 (PWC PT6)</u>
<u>PZL W-3AS Swidnik (Rzeszow PZL-10W)</u>	<u>Sikorsky S92A (GE CT7-8)</u>
Sikorsky S55 (Wright Cyclone)	<u>Westland EH-101 (GE CT700)</u>
Sikorsky S58 (Wright Cyclone)	<u>Westland S55 (PW R1340)</u>
Sikorsky S58T (PWC PT6)	Westland W30 (RR Gem)
Sikorsky S61 (GE CT58)	Westland Wessex (RR Gnome)
Sikorsky S64 (PW JTFD 12)	<u>Westland Wessex MK 60 Series 1 (Bristol H.1200 MK660)</u>
Sikorsky S70 (GE CT700)	

12. Helicopters with turbine engines, eligible to type examinations and group ratings.

<u>Aérospatiale SA 3130 Alouette II „Artouste“ (Turbomeca Artouste II B1/C/C5/C6)</u>	<u>Eurocopter EC 120 (Turbomeca Arrius)</u>
<u>Aérospatiale SA 3180 Alouette II „Astazou“ (Turbomeca Astazou II A)</u>	<u>Eurocopter EC 130 (Turbomeca Arriel)</u>
<u>Aérospatiale SA 341G/J „Gazelle“ (Turbomeca Astazou III A)</u>	<u>Eurocopter SA 315 (Turbomeca Artouste)</u>
<u>Aérospatiale SA 360 (Turbomeca Astazou XVIII A)</u>	<u>Eurocopter SA 319 (Turbomeca Artouste)</u>
<u>Aérospatiale SE 3160 „Alouette III“ (Turbomeca Artouste III B)</u>	
	<u>Hughes 369 (Rolls-Royce Corporation 250)</u>
<u>Agusta A119 (PWC PT6)</u>	
	<u>Kaman K-1200 (T53-17A-1)</u>
<u>Bell 47 Soloy (Rolls-Royce Corporation 250)</u>	
<u>Bell 205 (Lycoming T5313B)</u>	<u>Kamov KA-25 (Glushenkov)</u>
<u>Bell 407 (Rolls-Royce Corporation 250)</u>	<u>Kamov KA-26 (Vedeneyev)</u>
<u>Bell/Agusta 206 (Rolls-Royce Corporation 250)</u>	<u>Kamov KA-27 (Isotov)</u>
<u>Enstrom 480 (Rolls-Royce Corporation 250)</u>	<u>MD 500N (Rolls-Royce Corporation 250)</u>
	<u>MD 600N (Rolls-Royce Corporation 250)</u>
<u>Eurocopter AS 350 (Turbomeca Arriel)</u>	<u>MD 520 (Rolls-Royce Corporation 250)</u>
	<u>Mil Mi-2 (PZL GTD-350 III/IV)</u>
	<u>Sud-Ouest SO 1221 (Turbomeca Palouste IV)</u>

13. Helicopters with piston engines, eligible to type examinations and group ratings.

<u>Bell/Agusta/Westland 47 (Lycoming 435)</u>	<u>Hughes/Schweizer 269 (Lycoming 360)</u>
<u>Brantly B2B (Lycoming 360)</u>	<u>Kamov Ka-26D (M-14 B26)</u>
<u>Enstrom F28/F280 (Lycoming 360)</u>	<u>Robinson R22/R44 (Lycoming)</u>
<u>Hiller UH-12 (Lycoming 540)</u>	