Comment Response Document (CRD)
to Notice of Proposed Amendment (NPA) 03-2006

for amending the Executive Director Decision No. 2005/07/R
of 19 December 2005

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

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

Explanatory Note

I. General

1. The purpose of the Notice of Proposed Amendment (NPA) 03/2006, dated 20 April 2006 was to propose an amendment to Decision N° 2005/07/R of the Executive Director of the Agency of 19 December 2005 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 (ED Decision 2005/07/R).

II. Consultation

2. The draft Executive Director Decision (ED Decision) amending ED Decision 2005/07/R was published on the web site (www.easa.europa.eu) on 21 April 2006.

   By the closing date of 2 June 2006, European Aviation Safety Agency (the Agency) had received 107 comments from 20 National Aviation Authorities, professional organisations and private companies.

III. Publication of the CRD

3. All comments received have been acknowledged and incorporated into a Comment Response Document (CRD). This CRD contains a list of all persons and/or organisations that have provided comments and the answers of the Agency.

4. This task is considered as a permanent rulemaking task for the Agency's. The list will be updated three to four times per year according to the rulemaking procedure. However, the consultation period has been reduced to 6 weeks and no regulatory impact assessment has been carried out. Comments that were received after the publication of CRD 13-2005 have also been included in the CRD.

5. In responding to comments, a standard terminology has been applied to attest the Agency's acceptance of the comment. This terminology is as follows:

   - **Accepted** – The comment is agreed by the Agency and any proposed amendment is wholly transferred to the revised text.
   - **Partially Accepted** – Either the comment is only agreed in part by the Agency, or the comment is agreed by the Agency but any proposed amendment is partially transferred to the revised text.
   - **Noted –** The comment is acknowledged by the Agency but no change to the existing text is considered necessary.
   - **Not Accepted** - The comment is not shared by the Agency

6. The ED Decision is issued together with the publication of this CRD. Any reactions to this CRD will be taken into account in the next review.

7. Such reactions should be received by EASA not later than 2nd October 2006 and should be sent by the following link: CRD@easa.europa.eu;

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
1.	List 11 : Multi-engine helicopters (MEH), requiring type training and individual type rating	Helicopters Italia	Replace "Eurocopter AS 365 N1, N2, N3 (Turbomeca Arriel1)" with "Eurocopter AS 365 N1, N2 (Turbomeca Arriel1)" Justification: To my knowledge the AS 365 N3 is certified and can be equipped only with Turbomeca Arriel 2 engines.	Accepted. Refer to Comment 11 to Turbomeca	
2.	List 11 : Multi-engine helicopters (MEH), requiring type training and individual type rating	Helicopters Italia	Replace "Eurocopter AS 365 N1, N2, N3 (Turbomeca Arriel 2C)" with "Eurocopter AS 365 N3 (Turbomeca Arriel 2)" Justification: To my knowledge the AS 365 N1 and N2 are certified and can be equipped only with Turbomeca Arriel 1 engines. Do not specify, as per other helicopters listed, the version of the engine (see RR Corp 250 or PWC PT6)	Accepted. Refer to Comment 12 to Turbomeca.	
3.	PART 66 AMC Appendix I	VLM Airlines N.V.	We propose to change the following type ratings Fokker F50 (PWC125) into Fokker F27 Mk 050 (PWC 125 or PWC 127) Fokker F70/100 (RRD Tay) into Fokker F28 Mk 0070 (RRD Tay) and Fokker F28 Mk100 (RRD Tay) Justification: Shouldn't the nominations be changed to the ones used in the 'official' type certificates of the concerned aircraft to ensure a common standard throughout the Member States and the rest of the world? Furthermore, the Fokker F27 Mk 050 can also be equipped with PWC 127 engines apart from the PWC 125.	Partially accepted. Refer to Comment 34 to the AEA regarding the list of AML licences. Engine PWC 127 added to Fokker Mark 50.	Fokker F50 (PWC 125/127)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
4.	General comment	Trevor Gurd Avionics Mobile Services Limited	I find it strange how the aircraft have been grouped and the group requirements in this NPA. Such as in group 1 the Consolidated PBY-5A, the Convair group of aircraft, and many other in this group. Firstly how many of these type are in regular public transport use, Secondly where within the European Community (if anywhere in the world) would you find a qualified PART 147 training provider for these types. Group 2 I feel that similar comments can be applied to this group of aircraft. I feel that as Quality manager of an avionics company where a number of our engineers with BCAR Licences with ratings of 12-1, 12-2, 12-3 which gave them cover on most types have had their privileges taken from them. As there only a small number of avionic providers in the world, would it not be more realistic in basing the B2 licence on these providers rather than aircraft types.	Noted. However refer to Comment 34 to the AEA regarding the list of aircraft in this appendix. The working group 66-009 mentioned shall deal with issues as the PBY-5A Convair aircraft to determine whether it is necessary to keep such aircraft in the list. There is another working group in EASA 66-006 dealing with privileges of B1 and B2, and the aim is to provide more clarity in the interpretation of paragraphs 66.A.20(a) 2. and 3 and possibly to change the regulation if it is found that the system as it stands is no longer adapted to technology. The issue has become more critical with fly by wire aircraft and digital technology that allows for easy testing of avionics with changing of modules when the test is inconclusive. This seems to have led to B2 licensed engineers to be under-utilised.	
5.		Fokker Services	In the table for aircraft type Fokker F50 (PWC 125) The Engine type 127B is not mentioned. This type of Engine is installed on PH-registered F50 aircrafts.	Accepted	Fokker F50 (PWC 125/127)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
6.	Draft Decision Chapter B, Type ratings Paragraph 12	Turbomeca	Replaced : Eurocopter SE 316 B / SE 316 C (Turbomeca Artouste III B) By : Eurocopter SE 316 B / SE 316 C (Turbomeca Artouste) Justification : The Turbomeca course Artouste is common to all the variants.	Accepted	Modified with: Eurocopter SE 316 B / SE 316 C (Turbomeca Artouste)
7.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Agusta A109 Series (Turbomeca Arrius 2) By : Agusta A109 LUH, A109 E (Turbomeca Arrius 2K) Justification: All the engines described in EASA Type Certificate Data Sheet R. 005 for Arrius 2 can not be installed on Agusta A 109 Series, only Arrius 2 K on A109 E (Arrius 2K1) and A109 LUH (Arrius 2K2).	Not accepted. Agusta A109 Series are grouped in one model and include the LUH and the E.	No change in the text.
8.	Draft Decision Chapter B, Type ratings Paragraph 1	Turbomeca	Replaced : Aerospatiale N262 (Turbomeca Bastan) By : Aerospatiale N262, N262 A, N262 B (Turbomeca Bastan VI) and Aerospatiale N262 C (Turbomeca Bastan VII) Justification: In accordance with french DGAC Type Certificate Data Sheet n°95, the Turbomeca courses are different for engine Bastan VI and Bastan VII.	Not accepted. We do not feel necessary to separate the aircraft model when the engine type is similar. This will however be refined on a second step through WG 66-009 which aims at establishing a policy on an aircraft type rating.	No change in the text.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
9.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Eurocopter AS 332/332L/L1 (Turbomeca Makila 1A) By : Eurocopter AS 332 C/C1, 332 L/L1 (Turbomeca Makila 1A) Justification: In accordance with EASA Type Certificate Data Sheet R. 002, Makila 1A can be installed on AS 332 C/L/C1/L1.	Accepted	Replaced with Eurocopter AS 332 C/C1, 332 L/L1 (Turbomeca Makila 1A)
10.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Eurocopter AS 332 L2 (Turbomeca Makila 2A) By : Eurocopter AS 332 L2 (Turbomeca Makila 1A2) Justification: In accordance with EASA Type Certificate Data Sheet R. 002, Makila 1A2 is installed on AS 332 L2 and not Makila 2A (installed on EC 225).	Accepted	Eurocopter AS 332 L2 (Turbomeca Makila 1A2)
11.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Eurocopter AS 365 N1, N2, N3 (Turbomeca Arriel 1) By : Eurocopter AS 365 N1, N2 (Turbomeca Arriel 1) Justification: See Eurocopter AS 365 N3 Type Certificate Data Sheet n°159 of french DGAC. The engine installed is an Arriel 2 C. Arriel 1 engine is installed on Eurocopter AS 365 N1, N2.	Accepted	Modified with :Eurocopter AS 365 N1, N2 (Turbomeca Arriel 1)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
12.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Eurocopter AS 365 N1, N2, N3 (Turbomeca Arriel 2C) By : Eurocopter AS 365 N3 (Turbomeca Arriel 2C) Justification: See Eurocopter AS 365 Type Certificate Data Sheet n°159 of french DGAC. The engine AS 365 N1, N2 is not Arriel 2C but Arriel 1. Arriel 2C engine is installed on Eurocopter AS 365 N3.	Accepted	Modified with : Eurocopter AS 365 N3 (Turbomeca Arriel 2C)
13.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Eurocopter EC 155 (Turbomeca Arriel 2) By : Eurocopter EC 155 (Turbomeca Arriel 2C1/2C2) Justification: In accordance with french DGAC Type Certificate Data Sheet n°159, Arriel 2 is more general and only engines Arriel 2C1/2C2 are installed on EC 155.	Not accepted. Details of engines are not necessary.	No change in the text.
14.	Draft Decision Chapter B, Type ratings Paragraph 4	Turbomeca	Replaced : Pilatus PC-6 (Turbomeca Astazou) By : Pilatus PC-6 (Turbomeca Astazou XIV) Justification: In accordance with french DGAC Type Certificate Data Sheet n°IM23, the Astazou XIV is installed on Pilatus PC-6. The Turbomeca course of Astazou XIV is specific.	Not accepted Stating the engine model is not necessary to differentiate aircraft model.	No change in the text.
15.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Sikorsky S76 C (Turbomeca Arriel 2) By : Sikorsky S76 C (Turbomeca Arriel 1) And Sikorsky S76 C (Turbomeca Arriel 2S) Justification: In accordance with FAA Type Certificate Data Sheet n° H1NE, the engines installed on S76C are Arriel 1 (1S1) or Arriel 2 S (2S1 or 2S2).	Not accepted Stating the engine model is not necessary to differentiate aircraft model.	No change in the text.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
16.	Draft Decision Chapter B, Type ratings Paragraph 12	Turbomeca	Replaced : Eurocopter SA 315 B (Turbomeca Artouste III B) By : Eurocopter SA 315 B (Turbomeca Artouste) Justification: The Turbomeca course Artouste is common to all the variants.	Accepted	Replaced with : Eurocopter SA 315 B (Turbomeca Artouste)
17.	Draft Decision Chapter B, Type ratings Paragraph 12	Turbomeca	Replaced : Eurocopter SA 319 (Turbomeca Astazou XIV B) By : Eurocopter SA 319 (Turbomeca Astazou XIV) Justification : The Turbomeca course Astazou XIV is common to all the variants.	Accepted	Replaced with Eurocopter SA 319 (Turbomeca Astazou XIV)
18.	Draft Decision Chapter B, Type ratings Paragraph 12	Turbomeca	Replaced : Eurocopter SA 341 G (Turbomeca Astazou III A) By : Eurocopter SA 341 G (Turbomeca Astazou III) Justification: The Turbomeca course Astazou III is common to all the variants.	Accepted	Replaced with Eurocopter SA 341 G (Turbomeca Astazou III)
19.	Draft Decision Chapter B, Type ratings Paragraph 12	Turbomeca	Replaced : Eurocopter SA 341 J (Turbomeca Astazou XIV H) By : Eurocopter SA 342 J (Turbomeca Astazou XIV) Justification: In accordance with french Type Certificate Data Sheet n° 136, the SA 341 J does not exist. In fact, the Astazou XIV is installed on SA 342 J. The course Astazou XIV is common to all the variants.	Accepted	Replaced with : Eurocopter SA 342 J (Turbomeca Astazou XIV)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
20.	Draft Decision Chapter B, Type ratings Paragraph 12	Turbomeca	Replaced : Eurocopter SE 313B (Turbomeca Artouste II C) By : Eurocopter SE 313B (Turbomeca Artouste) Justification: The Turbomeca course Artouste is common to all the variants.	Accepted	Replaced with: Eurocopter SE 313B (Turbomeca Artouste)
21.	Draft Decision Chapter B, Type ratings Paragraph 11	Turbomeca	Replaced : Agusta A109 (Turbomeca Arriel 1) By : Agusta A109 K2 (Turbomeca Arriel 1) Justification: In accordance with EASA Type Certificate Data Sheet R. 005, Arriel 1 engine can be installed on A109 K2	Not accepted. The Agusta A109 K2 is not the only A 109 with this engine.	No change in the text.
22.	Draft Decision Annex 1 Paragraph 11	Eurocopter	AS 332L2 is powered with a MIKILA 1A2 and not MAKILA 2A. Justification: See Appendix 1 to this CRD.	Accepted	Replaced with: Eurocopter AS 332L2 (Turbomeca Makila 1A2).
23.	Draft Decision Chapter B, Type ratings Paragraph 12 left column, line 2, Agusta AB 206 & line7, Bell 206	Air technology Belgium	Bell 206 / Agusta AB 206 RR Corp 250 Justification: Both helicopters use same engine types. Airframes are also identical, the Agusta AB206 is built under license from Bell. Agusta AB206 has its own Airworthiness Limitations manual but use the Bell 206 Maintenance and overhaul manual	Accepted. This has been corrected through Comment n° 90 to the UK-CAA.	

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
24.	Draft Decision Paragraph 2, page 9	Cambridge Aerospace Limited	Cessna Model 551 is a Model 550 derivative and of similar weight. If this aircraft type needs to be listed separately it should be moved from Cessna 500/501/551 in paragraph 2 (Aeroplanes of 5700kg and below, requiring type training and individual type rating) on page 9 and listed as 550/551/560 (PWC JT15D) in paragraph 1 (Large Aircraft (L.A.) Aeroplanes with a maximum take off mass of more than 5700kg requiring type training and individual type rating) on page 8. Justification: Cessna 551 is a Cessna 550 derivative and of similar weight category and should thus be listed as described in the proposal in paragraph 2 above.	Accepted. This has been corrected through Comment n° 58 to the UK-CAA.	
25.	Draft Decision 1 - Large Aircraft (LA)	Dassault Aviation	(See Appendix 2 to this CRD for larger tables) (Changes are in **bold underlined** letters for addition and in ~~striked out~~ letters for deletion) Within the EASA proposal, the 3 new following ratings for FALCON aircraft must be withdrawn: ~~Dassault Falcon (Honeywell CF 700)~~ ~~Dassault Falcon Series C,D,E,F (Honeywell CF700)~~ ~~Dassault Falcon Series G (Honeywell ATF 3)~~ The DASSAULT AVIATION proposed ratings, for the whole FALCON aircraft family, are the following: Dassault Falcon 10/100 (Honeywell TFE 731) Dassault Falcon 20 (~~Honeywell~~ **GE** CF700)	Accepted	~~Dassault Falcon (Honeywell CF700)~~ ~~Dassault Falcon Series C,D,E,F (Honeywell CF700)~~ ~~Dassault Falcon Series G (Honeywell ATF 3)~~ Dassault Falcon 20 (~~Honeywell TFE731~~ GE CF700) Dassault Falcon 20-5 (~~GE CF700~~ Honeywell TFE 731)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			Dassault Falcon 20-5 (**Honeywell** TFE 731) Dassault Falcon 50 B (Honeywell TFE 731) Dassault Falcon 50EX(Honeywell TFE 731) Dassault Falcon 200 (Honeywell ATF 3-6) Dassault Falcon 900 B (Honeywell TFE 731) Dassault Falcon 900 C (Honeywell TFE 731) Dassault Falcon 900EX (Honeywell TFE 731) Dassault Falcon 900EX EASy / DX Honeywell (TFE 731) Dassault Falcon 2000 (Honeywell CFE 738) Dassault Falcon 2000EX (PW 308) Dassault Falcon 2000EX EASy (PW 308) Justification: The DASSAULT AVIATION proposal is identical to its initial proposal dated 14-Sep-05 to NPA-13-2005, which was the result of a consultation with DASSAULT subsidiaries, Part 147 Training Centers and French Authorities, and which is still valid. The new ratings for Falcon aircraft proposed in the Draft Decision seem to be related to Fan Jet Falcon Series which are already covered by Dassault Falcon 20 (GE CF700) type rating for Part 66 AML.		

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
26.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 1 – Large Aircraft unify designation of the Let aircraft and write new name of manufacturer, the airplanes are known under their historical name, so we suggest the following designation for shorter records AI Let L-410/~~L-~~420 (Walter M601) remove a following type, there are three prototypes only and certification of this type is not probable ~~Let 610 (GE CT7)~~	Accepted	AI (Let) L-410/L-420 (Walter M601) ~~Let L 610 (GE CT7)~~
27.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 2 – Aeroplanes of 5,700 kg and below, requiring type training and individual type rating add a new type, the airplane was certified late last year Aero Ae-270 (PWC PT6)	Accepted	Aero Ae-270 (PWC PT6)
28.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 4 – Aeroplanes single turbine engine add a new type, ten airplanes have been flying in the Czech Republic and other dozens fly in Europe, Africa and New Zealand Moravan Zlin Z-37T/137T (Walter M601)	Accepted	Moravan Zlin Z-37T/137T (Walter M601)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
29.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 5 – Aeroplane multi piston engine, metal structure add a new type, this is rather historical type and two airplanes fly in the Czech Republic and other ones could be operated in Europe Aero Ae-45/145 (Walter) reduce and modify name of manufacturer, the airplanes are known under their historical name and the shorter name of the AI manufacturer was chosen for simpler record in the AML ~~Aircraft Industries~~ AI Let L-200 series (LOM)	Accepted	Aero Ae-45/145 (Walter) AI ~~Aircraft Industries~~ (Let) L 200 Series (LOM)
30.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 6 – Aeroplane single piston engine add the following types, both types have been flying in dozens in Czech Republic and other have been flying in many countries AI Let Z-37 (Avia) Antonov An-2 (Shvecov) add the following types and change the mentioned types, the airplanes are known under their historical name (Zlin), so we suggest to keep it (or put it into round brackets as for example Beech airplanes) Moravan Zlin Z-42/142 (Walter) Moravan Zlin Z-43 (Walter) Moravan Zlin Z-50 (Walter) Moravan Zlin Z-50L (Lycoming) Moravan Zlin Z-126/226 (Walter) Moravan Zlin Z-143L (Lycoming) Moravan Zlin Z-242L (Lycoming)	Accepted	AI (Let) Z-37 (Avia) Antonov AN2 (Shvecov) Moravan (Zlin) Z-42/142 (Walter) Moravan (Zlin) Z-43 (Walter) Moravan (Zlin) Z-50 (Walter) Moravan (Zlin) Z-50L (Lycoming) Moravan (Zlin) Z-126/226 (Walter) ~~Moravan (Zlin) Z 142 (Walter)~~ ~~Moravan (Zlin) Z 326 L (Lycoming)~~ Moravan (Zlin) Z-326/526/726 (Walter) Moravan (Zlin) Z-526~~F~~L (~~Walter~~ Lycoming)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			~~Moravan Z 326L (Lycoming)~~ – the Z-326L (Lycoming) doesn't exist officially Moravan Zlin Z-326/526/726 (Walter) Moravan Zlin Z-526~~F~~L (Lycoming) – the Z 526F is a submodel of the Z-526 (Walter)		
31.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 10 – Aeroplane single piston engine, composite structure add a new type, two exemplars of these airplanes serve in the Czech Republic but other airplanes are considered for operation Sukhoi Su-29/31 (MGA)	Accepted	Sukkoi Su-29/31 (MGA)
32.	Draft Decision Appendix 1	Civil Aviation Authority of the Czech Republic	Part 11 – Multiengine helicopters, requiring type training and individual type rating change designation, probably caused by typing error and add new type Agusta A109 series (PWC 206/207) Agusta A109 series (RR~~C~~ Corp 250) Bell 427 (PWC 207)	Partially accepted. PWC accepted, but Rolls Royce informed that RRC should read RR.	Agusta A109 Series (PWC 206/207) Bell 427 (PWC PW207D)
33.	Draft Decision Appendix 1 4. ASTE. 6. ASPE-MS 8. ASPE-WS	Falk Rechtenbach	4. ASTE Es fehlt die Cessna 210 Silver Eagle mit (RR Corp 250 Triebwerk). 6. ASPE-MS Es fehlt die Apex Aircraft HR 200 Series (Lycoming). Die Maule Serie hat zwar eine Metall Struktur, ist aber mit Stoff Bespannt. Es fehlt die Dornier DO 27 Serie. 8. ASPE-WS Bölkow BO 208 hat keine Holz Struktur sondern eine Metall Struktur. Siehe ASPE-	Partially accepted: - The FAA TCDS of Cessna 210 does not include the RR 250 engine, - Apex HR200 has been included, the R2000 is a variant of HR200 , - BO-208 is already in list 6 – aeroplanes single piston with metal structure, - BO207 wooden structure added in list 8 in place of BO208.	Apex Aircraft (Robin) HR200/ R 2000 series (Lycoming) Bölkow (Klemm) BO 207~~8~~ (Continental)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			MS. Es fehlt die BO207 Serie mit Holz Struktur (Lycoming). Es fehlt die Klemm 107 Serie mit Holz Struktur (Lycoming) Christen A1 Husky (Lycoming) hat eine Metall Struktur und ist mit Stoff bespannt. Piper J3C, PA-11, PA-12, PA-15 haben eine Metall Struktur und sind mit Stoff bespannt. Eine Kategorie mit Lfz. die zwar eine Metall Struktur haben, aber mit Stoff bespannt sind fehlt in der Type Rating Liste.	- BO207 is a variant of the Klemm 107, - Christen A1 transferred to list 6. - Structure of Piper J3, PA-11 to 15 is metallic frame and covered with textile, there is no classification for such aircraft structure presently, - There is an EASA WG 66-009 in EASA which shall reconsider the grouping of aircraft and definition of categories.	
34.	General Comment	Association of European Airlines (AEA)	What are the criteria for including a new aircraft type into an existing type rating, and when does it become a separate type rating in Appendix 1 of Part-66?	Noted There is presently no precise instruction on this. The Agency is drafting a policy to make clear this issue and determine precisely how the large aircraft shall be grouped and how the aircraft will be identified on the list and on the Part-66 licence. Policy on how to group and identify non large aircraft is being drafted by EASA WG 66-009.	No change in the text.
35.	Draft Decision Paragraph 1	Association of European Airlines (AEA)	Table 1 "Large aircraft" the aircraft type "Boeing 777-300ER (GE90)" is introduced to be a separate type rating, instead of including the aircraft type in the existing type rating "Boeing 777-200/300 (GE 90). Keep existing aircraft type Boeing 777-200/300 (GE 90). Justification: This in contrary to the aircraft type "Boeing 767-	Accepted Ref Air France Comment Until a policy to group aircraft, the Boeing 767-400 (GE CF6) shall remain separated.	Modified: Boeing 777-200/300 (GE 90). ~~Boeing 777-300ER (GE 90)~~ and Boeing 767-400 (GE CF6)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			400 (GE CF6)" which, at introduction of it, has been included in the type rating "Boeing 767-200/300 (GE CF6)" and constitutes now one type rating being "Boeing 767-200/300/400 (GE CF6)". In both cases the type variants are included in one Type Certificate Data Sheet. In the case of the Boeing 767-400 differences in systems compared to the Boeing 767-200/300 are according Boeing approximately 40 percent!		
36.	Draft Decision Paragraph 1	CAA-UK	Cessna 560 (PWC 545) should be referenced as 'Cessna 560XL (PWC 545)' as specified on the Type Certificate. Justification: Correction.	Accepted	Cessna 560XL (PWC 545)
37.	Draft Decision Paragraph 2	CAA-UK	Should specify Cessna 525/525A (Note 525A is below 5700kg) Justification: Correction.	Accepted	Cessna 525/525A in table 2
38.	2. Aeroplanes of 5700kg and below, requiring type training and individual type rating (A-tr).	DGAC-France	Replace "Cessna 525/~~525B~~ (Williams FJ 44)" by "Cessna 525/525A/~~525B~~ (Williams FJ 44)" Justification: The Cessna 525A has been removed from chapter 1 and has not been rewritten in chapter 2.	Accepted. Ref to comment n° 37 to the UKCAA.	Text modified in CRD n° 37.
39.	Draft Decision Part B, Type Ratings 1. Large aircraft (LA)	CityLine Hungary	Please add to the list "Antonov AN26 (Ivchenko AI-24VT)" Justification: CityLine has only AI-24VT type of engines on its Antonov AN26 fleet registered in Hungary	Accepted. Engine model in the list at AN 26 position simplified.	Antonov AN26 (Ivchenko AI-24~~T~~)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
40.	Amendment of EASA Part 66 Type rating list to incorporate Freighter a/c.	Arvind Sharma	i have a EASA Part-66 B1.1 License from UK CAA.i am employed by a Part 145 organization registered in Germany, we are engaged in maintenance of a JAR ops organization in business of cargo&operating new MD11 dedicated freighter a/c. Company organized a B1.1 course for its staff based on dedicated MD11 F GECF6 A/C,taking into view operational & maintenance requirement for this a/c. After my type course&adequate practical experience I applied to AEA for type rating endorsement. it was rejected on basis that they don't recognize MD11F a/c according to their type rating list. They wanted me to do a pax differential course with practical experience, somehow it was manageable to do a theoretical differential course, but from where do I gain my adequate practical experience on MD11P A/C? company will not but one MD11P for me? it has till now caused more than 1 yr delay in my license, and has to come to point where i might have to leave my job,bcos without my license I aint worth to my company. as an individual nobody in big organization like UKCAA,EASA gives adequate attention to these matters.. I am aware in other part 145 organizations. Licensed personnel who are trained on MD11P or B747P and certifying Md11 F&B747F, isn't that affecting airworthiness&safety of a/c? Why cant EASA issue type rating like MD11F or MD11P?bcos their are companies in EU like cargolux,LCAG etc which operate dedicated freighter a/c and their will be more dedicated and new Freighter a/c like B747F,B777F,A330F or A380F in future.	Noted. However issues on individual licensing must be taken into consideration by National authorities. The list of aircraft in this Appendix I includes the variant of an aircraft, for example McD MD11 (GE CF6) does include the passenger but also the cargo version, unless it has been specified by the manufacturer or a stakeholder that there is an important change between the two variants, ex B737-600/700/800 has been separated from the /900.	No change in the text.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			As my license is from AEA &working for a German company governed by LBA rules, no body is ready to take my case as an individual, but I hope you realize your decisions have profound affect on an individual personal&professional life. Justification: There are organization and individual who are working as licensed personnel on Dedicated Freighter a/c		
41.	Draft Decision All paragraphs	CAA-UK	References to "RR Corp" should only apply to ex-Allison engines.	Accepted	All paragraphs incorporating RR Corp ex-Allison engines are modified
42.	Aircraft type list paragraph 1	CAA-UK	Differentiation between ATR42 and ATR 72 not required and the significance of the Electronically Controlled Propeller should be made at Part-145 authorisation level. The type course must contain ALL relevant modification states.	Not accepted. Although we agree on your remark, a grouping will be decided after the policy stated in Comment 34 to AEA is achieved. The present definition has been made on request of ATR and DGAC due to differences in aircraft definition.	No change in the text.
43.	Aircraft type list paragraph 1	CAA-UK	The letter "C" should be deleted from Pratt and Whitney engine designation. eg should read "PW PT6"	Not accepted This is to differentiate PW Canada from PW US.	No change in the text.
44.	Aircraft type list paragraph 1	CAA-UK	The Boeing 737-900 should be separated from the 6/7/800 group due to the large changes in aircraft design.	Accepted	Boeing ~~B~~ 737-600/700/800~~/900~~ (CFM56) Boeing 737-900 (CFM56)
45.	Aircraft type list paragraph 1	CAA-UK	Boeing 747-100 (RR RB211) delete from listing. Not on type certificate.	Accepted	~~Boeing B 747-100 (RR Corp RB211)~~
46.	Aircraft type list paragraph 1	CAA-UK	Engine for Bombardier BD700 is a (RR BR710)	Accepted	Bombardier BD700 Series ~~1A10~~ (RRD BR710)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
47.	Aircraft type list paragraph 1	CAA-UK	Move Consolidated PBY-5A(PW R1830) to EC1592 Annex II list	Not accepted There is no justification which substantiates the change of list	No change in the text.
48.	Aircraft type list paragraph 1	CAA-UK	Combine entries for Dassault Falcon aircraft as per attached list.	Accepted. Refer to answers made to Dassault. This list has been approved by the manufacturer the DGAC and training organisations.	
49.	Aircraft type list paragraph 1	CAA-UK	Move entry for Embraer EMB 110 (PW PT6) to aircraft below 5700kg	Accepted	~~Embraer EMB 110 (PWC PT6)~~ from list 1, moved to list 2
50.	Aircraft type list paragraph 1	CAA-UK	Simplify entry for Fokker F27 to read, "Fokker F27/FH227 (RR Dart)"	Accepted	Fokker ~~F27 Series/Maryland aircraft Industries~~ F-27/FH227 Series (RRD Dart)
51.	Aircraft type list paragraph 1	CAA-UK	Re-define Fokker VFW aircraft as per attached aircraft list.	Not accepted. VFW aircraft TC has been revoked.	~~Fokker VFW 614 (RR Corp M45H)~~ ~~Fokker VFW 614 Atlas (RR Corp M45H)~~
52.	Aircraft type list paragraph 1	CAA-UK	Move reference to Gates Learjet 23 (GE CJ610) to aircraft below 5700kg	Accepted	Text moved to list 2
53.	Aircraft type list paragraph 1	CAA-UK	Re-designate the Let 610 (GE CT7) as the Let L-610 (GE CT7)	Accepted	Let L-610 (GE CT7)
54.	Aircraft type list paragraph 1	CAA-UK	Move Lockheed L18 (Wright C1820) to EC 1592 Annex II (piston engined aircraft)	Not accepted There is no evident justification.	No change in the text.
55.	Aircraft type list paragraph 1	CAA-UK	Re-designate the Lockheed L100 (RR Corp T56) to Lockheed L100 (RR Corp 501)	Accepted	Lockheed L100 (RR Corp 501~~T56~~)
56.	Aircraft type list paragraph 1	CAA-UK	re-designate the Lockheed L382 (RR Corp 501) to read Lockheed L382 (RR Corp T56)	Accepted	Lockheed L382 (RR Corp T56~~501~~)
57.	Aircraft type list paragraph 1	CAA-UK	Re-designate the Raytheon (Beech) 300/350 (PWC PT6) to read Raytheon (Beech) 300 (PW PT6)	Noted. The text proposed was already	~~Beech~~ Raytheon (Beech) 300 / ~~350~~ (PWC PT6)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
				modified as shown.	
58.	Aircraft type list paragraph 2	CAA-UK	Cessna aircraft should be re-designated to mirror TCDS. Amend to read Cessna 500 (PW JT15D) and NEW ENTRY Cessna 501/551 (PW JT15D)	Accepted	Cessna 500~~/501/551~~ (PWC JT15D) Cessna 501/551 (PW JT15D)
59.	Aircraft type list paragraph 2	CAA-UK	delete entry of Pilatus PC-12 (PWC PT6). This type covered by Pilatus PC-12/45 (PW PT6)	Partially accepted. Basic PC-12 covers all variants.	Pilatus PC-12 (PWC PT6) ~~Pilatus PC-12/45 (PWC PT6)~~
60.	Aircraft type list paragraph 2	CAA-UK	Piper PA-46 aircraft should be re-designated to read; Piper PA 46-310P (Continental) see to Paragraph 6. Piper PA 46-350P (Lycoming) see to paragraph 6. Piper PA 46 Meridian (PW PT6)	Accepted	~~Piper PA 46-310P/ 350P (PWC PT6)~~ Piper PA 46-310P (Continental) Piper PA 46-350P (Lycoming) Piper PA 46~~-500~~ Meridian (PWC PT6)
61.	Aircraft type list paragraph 2	CAA-UK	Re-designate the Raytheon (Beech) 99/100 series (PWC PT6) to read Raytheon (Beech) 100 (PW PT6)	Accepted	~~Beech~~ Raytheon (Beech) ~~99/~~100 Series (PWC PT6)
62.	Aircraft type list paragraph 3	CAA-UK	The title of this paragraph should be amended to read ……., eligible for type examinations and manufacturer group ratings. Part 66.A.45 (g) 2 refers.	Accepted	3. Aeroplanes multiple turbine engines (AMTE) of 5700kg and below, eligible for ~~to~~ type examinations and manufacturer group ratings
63.	Aircraft type list paragraph 3	CAA-UK	The Aero Commander AC 69 (PWC PT6) and Rockwell Commander 690 (PW PT6) should be known as "Twin Commander (PW PT6)" Twin Commander is the TCDS holder.	Partially accepted. Moved to list 2 Refer to Comment 34 to AEA.	(Rockwell) Twin Commander 680~~T~~/~~V~~/681/690/695 Series (Honeywell TPE331)
64.	Aircraft type list paragraph 3	CAA-UK	Add to this category "Raytheon (Beech) 99 (PW PT6)	Partially accepted. Moved to list 2 Refer to Comment n° 34 to AEA.	Added: Raytheon (Beech) 99 (PWC PT6), but in list 2.
65.	Aircraft type list paragraph 1	CAA-UK	Delete Aerospaceline Guppy (RR Corp 501)	Accepted	~~Aerospaceline Guppy (RR Corp 501)~~

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
66.	Aircraft type list paragraph 3	CAA-UK	Re-designate the nomad N24A (RR Corp250) to read GAF Nomad N24A (RR Corp 250)	Accepted	GAF Nomad N24A (RR Corp 250)
67.	Aircraft type list paragraph 3	CAA-UK	Delete Piaggio P-180 from Paragraph 3. Appears correctly in Paragraph 2	Accepted	Deleted from list 3
68.	Aircraft type list paragraph 1	CAA-UK	Re-name Canadair CL215 and CL415 to Bombardier (Canadair) CL215 and CL415.	Accepted	Bombardier (Canadair) CL 215 (PW R2800) Bombardier (Canadair) CL 415 (PWC 123)
69.	Aircraft type list paragraph 4	CAA-UK	Re-designate Thrush S2R-T to read Ayres Thrush S2R-T (PW PT6)	Accepted	Ayres Thrush S2R-T Series (PWC PT 6)
70.	Aircraft type list paragraph 5	CAA-UK	Combine Rockwell Commander 560F/680F(Lycoming) with Rockwell 500S Shrike Commander (Lycoming) to read Twin Commander 560F/680 (Lycoming)	Accepted	~~Rockwell 500S Shrike Commander (Lycoming)~~ Rockwell Commander 680/680E/720 (Lycoming) Rockwell Commander 685 (Lycoming) ~~Rockwell~~ Twin Commander 560F/680F (Lycoming)
71.	Aircraft type list paragraph 5	CAA-UK	Re-designate Vulcan Air AP68TP Series (Detroit Diesel) to read Vulcan Air AP68TP (RR Corp 250)	Accepted	Vulcan Air AP68TP Series (RR Corp 250) ~~(Detroit Diesel)~~
72.	Aircraft type list paragraph 6	CAA-UK	The Mooney M20 (Lycoming/Continental) should be re-designated to read Mooney M20 (Continental)	Accepted	Mooney M20 (~~Lycoming / RR~~ Continental)
73.	Aircraft type list paragraph 6	CAA-UK	The entry for the PZL-104 Wilga series should be amended to delete “Lycoming” from the engine type.	Accepted	PZL-104 Wilga Series (PZL ~~/ Lycoming~~)
74.	Aircraft type list paragraph 6	CAA-UK	Re-designate Saab 91A (Lycoming) to read Saab 91A (Gypsy Major)	Accepted	Saab 91A (Gypsy Major ~~Lycoming~~)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
75.	Aircraft type list paragraph 6	CAA-UK	Group Saab aircraft, other than the Saab 91A, under the same heading to read Saab 91B/C/D (Lycoming)	Accepted	Saab 91B/C/D (Lycoming) ~~Saab 91C (Lycoming)~~ ~~Saab 91D (Lycoming)~~
76.	Aircraft type list paragraph 6	CAA-UK	The Symphony OMF-100-160 (Lycoming) is a metal frame with composite material covering. Should this be relocated to paragraph 10?	Accepted, ref to Comment 34 to the AEA.	Symphony OMF-100-160 (Lycoming) in list 10
77.	Aircraft type list paragraph 6	CAA-UK	Expand the engine details for the Thrush aircraft to read "Thrush S2R (PW R-985)	Accepted	Thrush S2R (PW R-985)
78.	Aircraft type list paragraph 8	CAA-UK	Re-introduce Slingsby T67A (Lycoming). This is a wooden aircraft. The T67B is composite. (See entry for paragraph 10 below)	Accepted	Slingsby T67A (Lycoming)
79.	Aircraft type list paragraph 10	CAA-UK	Re-designate Slingsby T67 to read "Slingsby T67B (Lycoming)"	Accepted	Slingsby T67B ~~Series Comp~~ (Lycoming)
80.	Aircraft type list paragraph 11	CAA-UK	The Bell 230/430 (RR Corp 250) should be re-designated Bell 230 (RR Corp 250). The Bell 430 is a separate entry and a significantly different helicopter.	Accepted	Bell 230~~/430~~ (RR Corp 250)
81.	Aircraft type list paragraph 11	CAA-UK	Delete EAC S-64-F (PW JFTD12). Same as Sikorsky S64 included below in list.	Accepted	~~EAC S-64-F (PW JFTD12)~~
82.	Aircraft type list paragraph 11	CAA-UK	Delete Eurocopter AS321/330 (Turbomeca Turmo) Add Eurocopter AS321 (Turbomeca Turmo) Add Eurocopter AS330 (Turbomeca Turmo) These are totally different helicopters.	Accepted	Eurocopter AS 321~~/330~~ (Turbomeca Turmo) Eurocopter AS ~~321/~~330 (Turbomeca Turmo)
83.	Aircraft type list paragraph 11	CAA-UK	Delete Eurocopter AS 365N (Turbomeca Arriel 1) and add to subsequent entry to read " Eurocopter AS 365 N,N1,N2 (Turbomeca Arriel 1) see attached list.	Accepted	~~Eurocopter AS 365 N (Turbomeca Arriel 1)~~ Eurocopter AS 365 N1, N2~~, N3~~ (Turbomeca Arriel 1)

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
84.	Aircraft type list paragraph 11	CAA-UK	Re-designate the Eurocopter AS 365 N1,N2,N3 (Turbomeca Arriel 2) to read Eurocopter AS 365 N3 (Turbomeca Arriel “) see attached list.	Accepted	Eurocopter AS 365 ~~N1, N2,~~ N3 (Turbomeca Arriel 2C)
85.	Aircraft type list paragraph 11	CAA-UK	Combine the two entries for the Eurocopter BK117 to read Eurocopter BK117 C1/C2 (Turbomeca Arriel 1). Delete existing two entries.	Accepted	Eurocopter ~~MBB~~-BK 117 C1/C2 (Turbomeca Arriel 1) ~~Eurocopter MBB BK 117 C2 (Turbomeca Arriel 1)~~
86.	Aircraft type list paragraph 11	CAA-UK	Re-designate the entries for the MD 900 and MD902 to read: MD 900/902 (PW 206/207) MD901 (Turbomeca Arrius 2)	Accepted	~~MD 900 (PWC 206/207)~~ MD 901 (Turbomeca Arrius 2) ~~MD 902 (PWC 206/207)~~ MD 900/902 (PWC 206/207)
87.	Aircraft type list paragraph 11	CAA-UK	Delete PZL W-3AS Swidnik (Rzeszow PZL-10W). Similar to previous entry.	Accepted	~~PZL W 3AS Swidnik (Rzeszow PZL-10W)~~
88.	Aircraft type list paragraph 11	CAA-UK	Re-designate the Sikorsky S70 to read “Sikorsky S70 (GE T700)	Accepted	~~Sikorsky S70 (GE CT700 CT7)~~ Sikorsky S70 (GE T700)
89.	Aircraft type list paragraph 11	CAA-UK	Add to Sikorsky S76 list “ Sikorsky S76C (Turbomeca Arriel 1)	Accepted	Sikorsky S76C (Turbomeca Arriel 1)
90.	Aircraft type list paragraph 12	CAA-UK	Combine Agusta and Bell entries for the 204/205 and 206 helicopters by deleting the four entries covering these aircraft and replacing with two entries as follows: Agusta/Bell 204/205 (Honeywell T53) Agusta/Bell 206 (RR Corp 250) see attached list.	Accepted	~~Agusta AB204/ AB 205 (Lycoming Honeywell T53)~~ ~~Agusta AB 206 RR Corp 250)~~ ~~Bell 204/205 (Lycoming Honeywell T53)~~ ~~Bell 206 (RR Corp 250)~~ Agusta/Bell 204/205 (Honeywell T53) Agusta/Bell 206 (RR Corp 250)
91.	Aircraft type list paragraph 12	CAA-UK	Combine the entries for the SA341 to read: Eurocopter SA 341 (Turbomeca Astazou)	Accepted	Eurocopter SA 341~~G~~ (Turbomeca Astazou ~~IIIA~~) ~~Eurocopter SA 341J (Turbomeca Astazou XIVH)~~

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
92.	Aircraft type list paragraph 12	CAA-UK	Combine the SE 313 and SA 318 to read "Eurocopter SE313/SA318 (Turbomeca Astazou)"	Accepted	Added : Eurocopter SE313/SA318 (Turbomeca Astazou
93.	Aircraft type list paragraph 12	CAA-UK	Add manufacturers name to Kaman to read " Kaman K-1200 (Honeywell T53)	Accepted	~~Kaman K-1200 (T53-17A-1)~~ Kaman K-1200 (Honeywell T53)
94.	Aircraft type list paragraph 12	CAA-UK	Delete Kamov Ka32 from paragraph 12 and add to paragraph 11. This is a twin engined helicopter.	Accepted	Removed from list 12 Added to list 11.
95.	Aircraft type list paragraph 12	CAA-UK	Re-designate MD helicopters to read: MD 500series (RR Corp 250) MD 600N (RR Corp 250) MD 520N (RR Corp 250)	Accepted	MD 500~~N~~ Series (RR Corp 250) MD 600N (RR Corp 250) MD 520N (RR Corp 250)
96.	Aircraft type list paragraph 12	CAA-UK	Delete Mil Mi-2 from paragraph 12 and add to paragraph 11. This is a twin engined helicopter.	Accepted	Tranferred to list 11.
97.	Aircraft type list paragraph 12	CAA-UK	Delete Sikorsky S55 and S58 with Wright Cyclone. This is a piston powered aircraft. Transfer to paragraph 2.	Partially accepted. List 2 contains aeroplanes only. Transferred to list 13. For clarity of list 12 and 13, the titles are modified and shall read now: ~~12.~~1. Helicopters – Single ~~with~~ turbine engine (HSTE), eligible for ~~to~~ type examinations and group ratings. ~~13.~~2. Helicopters – Single ~~with~~ piston engines (HSPE), eligible for ~~to~~ type examinations and group ratings.	Transferred to list 13.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
98.	Aircraft type list paragraph 12	CAA-UK	Transfer Sikorsky S55/S55T/S58/S58T to paragraph 2. Same technology as the S61 and although single engine have quite complex transmission and flight control systems.	Partially accepted. List 2 contains only airplanes. Ref to Comment 34 to the AEA and Comment 29 to CAA Sweden.	
99.	Aircraft type list paragraph 12	CAA-UK	Re-designate the Westland S55 to read "Westland S55 (RR Gnome)"	Accepted	~~Westland S55 (PW R1340)~~ Westland S55 (RR Gnome)"
100.	Aircraft type list paragraph 13	CAA-UK	Delete Kamov Ka-26D from paragraph 13 and add to paragraph 11. This is a twin engined aircraft. Transfer to paragraph 2.	Accepted	Kamov Ka-26D (Vedeneyev) added to list 11
101.		CAA-UK	Comments from CAA-UK are listed with "track changes" in Appendix 3 to this CRD	Partially accepted. Were not accepted by lack of justification the deletion of: - Aerocommander AC50 - Cessna T 337 - Piper PA39 - Raytheon Beech 23/24 - Raytheon Beech A23 - Raytheon Beech 24 Series - Raytheon Beech 33/35 - Raytheon Beech 36 - Eurocopter SA365C And by lack of grouping policy: - Rockwell Commander 114 - Socata series aircraft - Jodel D112 /D127 series	Details of change at aircraft type specified.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
102.	B, Type ratings / Large aircraft (LA).	Air France – Direction De La Formation	The Boeing 777-300ER (GE 90) type should not be distinghished from Boeing 777-200/300 (GE 90) type. Justification: The Boeing 777 (GE 90) series is constituted of four sub-types :B777 –200 , B777-300 , B777-200ER and B777-300ER . Why to distinguished the B777-300ER from others sub-types . The training will take in account all the significant items from each.	Accepted	~~Boeing 777-300ER (GE 90)~~ All Boeing 777-200 and 300 grouped.
103.	General Comments	Luftfahrt-Bundesamt (LBA)	The modifications of the Aircraft Type Rating List in NPA No. 03/2006 causes several problems which have to be addressed. 1. The Luftfahrt-Bundesamt appreciates the aim of a common standard concerning type ratings for part-66 licences. Nevertheless, we would like to point out that any change of this list will probably affect a large number of part-66 licences throughout all EASA member states. With several thousands licences issued by EASA member states the national authorities, including the LBA, may not be able to re-issue all affected licences in accordance with appendix I to part-66 in a short time frame. This may lead to a non-compliance with EASA part-66 AMC. Therefore the scope of TOR-66.003 should focus on additional types and obvious type errors. Change of type names due to changes of company names etc. should be avoided. If for any reason a type name has to be changed, the history of such an entry should be kept for compliance reasons. 2. Several type ratings, for example all Robin types, are missing. We refer to the list	Not accepted. 1. Although we agree on your comment, this document is an AMC, and the NAA may proceed differently. There is in addition a need to correct any mistake in the list. After these typewriting mistakes, the number of changes not considered as obvious shall decrease. Any change in company name shall be made with reference to the previous manufacturer name, see examples of Beech aircraft. This should avoid the introduction of a new aircraft known previously under another identification. 2. The aircraft are shown under Apex (Robin), example: Apex Aircraft (Robin) HR 100 series (Lycoming) 3. Agree, however refer to answer to Comment 34 to the AEA.	No change in the text.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			submitted by the Luftfahrt-Bundesamt during NPA-13/2005 process. 3. Several types of non-large aircraft should be put together into one type rating. For example there is a seperate type entry for each Cessna 1xx while there is only one entry for the complete „Airbus A318/319/320/321 (CFM56)“ series. First point is that there is no technical reason for such an inconsistency. Additionally this will raise cost contrary to the spirit of other regulations such as Commission Regulation (EC) 488/2005 stating that financial burden should reflect the business opportunities of the granted rights. Therefore, in this example there should be an additional type rating „Cessna 100 series“ and similar for other type series.		
104.	Chapter 2	Austrocontrol	The following change should be considered: Cessna 525 (Williams FJ44) to "Cessna 525/525A (Williams FJ44)"	Noted. Refer to Comment 37 to the UK-CAA.	
105.	Chapter 8	Austrocontrol	Christen A1 Husky (Lycoming) is not a wooden aircraft but a metal aircraft - should be transferred to chapter 6	Accepted	Transferred to list 6.
106.	Chapter 13	Austrocontrol	Bell/Augusta/Westland 47 (Lycoming). This helicopter is also certified with an Franklin engine - so this type should be added.	Accepted	Bell/Agusta/Westland 47 (Franklin) added
107.	General Comment	Austrocontrol	A procedure has to be established to define the criteria for adding a type to the list and a specific chapter and for grouping of types, etc.	Noted. Refer to Comment 34 to the AEA.	

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
108.	Draft Decision	Ente Nazionale per l'Aviazione Civile	we found a lot of Italian type certified aircraft missing in the list of type ratings included in the NPA 3/2006. There are two cases: 1. Aircraft originally type certified by ENAC transferred to EASA 2. Aircraft originally type certified by ENAC but erroneously missing in the list of transferred aircraft to EASA. I hava attached such list (See Appendix 4 this this CRD). As you can see the list is not too short. Please take into account that we have most of such aircraft types flying in Italy and therefore we absolutely need they are introduced in the Appendix I to AMC of Part-66.	Partially accepted. The list of aircraft proposed should not be included in Annexe II of Basic regulation, as the case is for military or government aircraft such as: Alenia C27, AB 212, or ultra light as: - Sky Arrow.	Aircraft added in the list: Agusta Bell 102 (PW S1H4) Added: Agusta AB 412 (PTCT-3) Aermacchi F260 (Lycoming) Aermacchi (Allison 250-B) Agusta AS61N (GE CT58) General Avia F20 (Lycoming) Partenavia P-64 (Lycoming) Partenavia P-66 (Lycoming) Meteor FL 55 (Lycoming) Nardi FN333 (Continental) Piaggo P166 (Lycoming) Tecnam P92/P2002 (Rotax) MD (NH)(AMD) 500~~N~~ Series (RR Corp 250) NH 300 Series (Lycoming)
109.		Swiss Federal office of Civil Aviation	The Swiss FOCA is missing the Type Rating of the following Rotorcraft. Kamov KA-32 (Klimov)	Accepted	KA 32 added
110.		DGAC-France	In answer to various comments, EASA suggest that the issue can be addressed by Task 66.009 , 66.010 and 66.011. It is therefore DGAC understanding that those comments will be transmitted by EASA to the ad-hoc group.	Noted	No change in the text.
111.		CAA-Sweden	Cessna 336 (RR Continental) Still missing (Group 5)	Accepted	Cessna 336 (RR Continental) added

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
112.		CAA-Sweden	Bölkow BO 208 (RR Continental) This is a licence built version of the Swedish MFI 9 (RR Continental) aircraft. We have earlier notified this as an aircraft that should be excluded from the Annex I list with reference to Annex II to 1592/2002. Justification: We consider it being a contradiction that the "same" aircraft would be excluded from the list with reference to Annex II to Regulation 1592/2002, and in some cases not.	Accepted. When the aircraft is not present in this list, it does not preclude that it is excluded by the Annex II of the Basic Regulation.	Bölkow BO 208 (RR Continental) added to list 13.
113.		CAA-Sweden	Bell 206 LT (RR Corp 250) Still missing (in the list of Multi Engine Helicopters) Justification: This is a twin engine version of the Bell 206 (RR Corp 250)	Accepted.	Bell 206LT (RR Corp 250) in list 11
114.		CAA-Sweden	We take the opportunity to make comments about the following three helicopters, though they are not subject for CRD-13-2005. Sikorsky S55 (Wright Cyclone) Sikorsky S58 (Wright Cyclone) Westland (PW R1340) Justification: They are all three placed in the wrong group (12). They should per definition be placed in group 13, because they are all three piston engine powered helicopters.	Accepted. However refer to AEA Comment/answer 34. The working group 66-009 shall clarify the distribution of aircraft through the lists and think about creating a new group for Complex aircraft, which would be the case of the Sikorsky S55.	Sikorsky S55 (Wright Cyclone) Sikorsky S58 (Wright Cyclone) in list 13.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
115.		Dassault Aviation	We have noticed the following error in Decision No 2005/07/R : Engines associated with "Dassault Falcon 20" and "Dassault Falcon 20-5" type aircraft are inverted. The proposed correction is the following (changes are in **bold underlined** letters for addition and in ~~striked out~~ letters for deletion) : Dassault Falcon 20 (~~Honeywell TFE 731~~ **GE CF700**) Dassault Falcon 20-5 (~~GE CF700~~ **Honeywell TFE 731**) Justification: The above remark complies with the DASSAULT AVIATION proposal dated 14-Sep-05 to NPA-13-2005. We hereby confirm that denomination of Falcon 20 aircraft equipped with Honeywell TFE 731 engines is Falcon 20-5.	Accepted	Modified as follows: Dassault Falcon 20 (~~Honeywell TFE731~~ GE CF700) Dassault Falcon 20-5 (~~GE CF700~~ Honeywell TFE 731)
116.		CAA-UK	We note that several type ratings given in NPA No 13/2005 are not combined with types as included on the appropriate Type - Certificate Data Sheet (TCDS). We can surmise that this is due to changes in technology with the newer aircraft however this concept is not adopted to all types. For example the EC130 B4 helicopter is included with the AS350 B helicopter on the TCDS but is separated out in the NPA. We can accept this as there are some fundamental differences between the two aircraft which will require different training courses. However this is not the case with the Boeing 737 (600/700/800/900) aircraft which are listed together on both the TCDS and the NPA but technologically the -900 aircraft is very different	Noted. There is presently no precise instruction on this. The Agency is drafting a policy to make clear the issue and determine precisely how the large aircraft shall be grouped and identified in the list and on the Part-66 licence. Policy on how to group non large aircraft is being drafted by WG 66-009. Boeing 737 type ratings have been corrected with Comment 44.	No change in the text.

Com-ment #	Para	Comment provider	Comment/Justification	Response	Resulting text
			from the other three. What is the policy of EASA regarding the compilation of the type rating list and the inclusion of a "new" aircraft on an existing TCDS? Are these policies compatible or do we need to segregate the compilation of the type rating list from the TCDS completely?		

Comment Form

APPENDIX (ABSTRACT)

NPA N° 03 – 2006
Proposition of amendment of PART 66 - Annex IV Acceptable Means of Compliance (AMC)

PART 66 AML - LIST OF AIRCRAFT TYPE RATINGS

LARGE HELICOPTERS - Multi Engine requiring Type Training and individual type rating	ENGINE
Eurocopter AS 332L2	Turbomeca Makila 1A2
Eurocopter EC 225	Turbomeca Makila 2A

Type Certificate Data Sheet No. H4EU (Revision 11)

Date: July 5, 1997
SA330F
SA330G
SA330J
AS332C
AS332L
AS332L1
AS332L2

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

This data sheet which is part of Type Certificate No. H4EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder EUROCOPTER FRANCE
Aeroport International Marseille Provence
13725 - Marignane--Cedex
France

I. Model SA330F (Transport Helicopter, Categories A and B), approved 23 June 1971.

Engine 2 Turbomeca TURMO IV A

Engine Limits Sea level static--standard day conditions (59°F

Comment Form

	Tansverse tank,	FWD = 107 U.S. Gallons at 139.8 in. AFT = 112 U.S. Gallons at 220.3 in.
	5th tank	Rear = 65 U.S. Gallons at 249.6 in.
	7th tank	139 U.S. Gallons at 112.20 in.
	See NOTE 1 for data on unusable fuel.	
Fuel	Refer to Flight Manual for approved fuels and additive specification.	
Oil	See Rotorcraft Flight Manual for approved engine and gearbox oils. Also see appropriate Engine Maintenance Manual for applicable procedure if engine oil specification or brand is changed.	
Oil Capacity	Engines	2 x 2 U.S. Gallons at 108.5 in.
	MGB	5.17 U.S. Gallons at 219.7 in.
	IGB	0.16 U.S. Gallons at 492.4 in.
	TGB	0.38 U.S. Gallons at 543.7 in.

VII. Model AS 332L2 (Transport Helicopter, Category A&B), approved May 28, 1993.

The Model AS 332L2 is derived from the AS 332L1 with the following major modifications:

ù Modified main rotor gear box with new oil cooling system;

ù Incorporated new design spheriflex main rotor hub and modified main rotor blades;

ù Modified intermediate and tail rotor gear boxes;

ù Extended fuselage containing some composite components and shortened tail boom allowing increased passenger capacity;

ù Incorporated advanced technology avionics containing dual duplex AFCS and EFIS;

ù Upgraded Makila 1A2 engines with FADEC, increased performance, and unique 30-sec/2-min emergency power ratings.

Engines	2 Turbomeca MAKILA 1A2
Engine Limits.	Sea level static-standard day conditions (59°F 29.92 in.hg.).

(Changes are in **bold underlined** letters for addition and in ~~striked out~~ letters for deletion)

Within the EASA proposal, the 3 new following ratings for FALCON aircraft must be withdrawn:

~~Dassault Falcon (Honeywell CF 700)~~
~~Dassault Falcon Series C,D,E,F (Honeywell CF700)~~
~~Dassault Falcon Series G (Honeywell ATF 3)~~

The DASSAULT AVIATION proposed ratings, for the whole FALCON aircraft family, are the following:

Dassault Falcon 10/100 (Honeywell TFE 731)
Dassault Falcon 20 (~~Honeywell~~ **GE** CF700)
Dassault Falcon 20-5 (**Honeywell** TFE 731)
Dassault Falcon 50 B (Honeywell TFE 731)
Dassault Falcon 50EX(Honeywell TFE 731)
Dassault Falcon 200 (Honeywell ATF 3-6)
Dassault Falcon 900 B (Honeywell TFE 731)
Dassault Falcon 900 C (Honeywell TFE 731)
Dassault Falcon 900EX (Honeywell TFE 731)
Dassault Falcon 900EX EASy / DX Honeywell (TFE 731)
Dassault Falcon 2000 (Honeywell CFE 738)
Dassault Falcon 2000EX (PW 308)
Dassault Falcon 2000EX EASy (PW 308)

1. Large aircraft (LA). Aeroplanes with a maximum take-off mass of more than 5700 kg, requiring type training and individual type rating.

~~Aerospaceline Guppy (RR Corp 501)~~
Aerospatiale N262 (Turbomeca Bastan)
Aerospatiale SN601 (PWC JT15D)
Airbus A300 B2/B4 (GE CF6)
Airbus A300 B2/B4 (PW 4000)
Airbus A300 B2/B4 (PW JT9D)
Airbus A300-600 (GE CF6)
Airbus A300-600 (PW 4000)
Airbus A300-600 (PW JT9D)
Airbus A310 (GE CF6)
Airbus A310 (PW 4000)
Airbus A310 (PW JT9D)
Airbus A318 (PW 6000)
Airbus A318/A319/A320/A321 (CFM56)
Airbus A319/A320/A321 (IAE V2500)
Airbus A330 (GE CF6)
Airbus A330 (PW 4000)
Airbus A330 (RR ~~Corp~~ Trent 700)
Airbus A340 (CFM56)
Airbus A340 (RR ~~Corp~~ Trent 500)
Airbus A380 (RR ~~Corp~~ Trent 900)
Airbus Beluga (GE CF6)
Antonov AN12 (Ivchenko AI-20K)
Antonov AN22 (Kusnetsov NK-12MA)
Antonov AN24 (Ivchenko AI-24A)
Antonov AN26 (Ivchenko AI-24T)
Antonov AN28 (Glushenkov TVD-10V)
Antonov AN32 (Ivchenko AI-20M)
Antonov AN38 (Honeywell TPE 331)
Antonov AN72 (Lotarev D-36)
Antonov AN124 (Lotarev D-18T)
~~ATR 42 Non PEC (PWC 120)~~
~~ATR 72 Non PEC (PWC 120)~~
ATR 42/72 ~~PEC~~ (PWC 120)
BAe 1-11 (RR~~D~~ Spey)
Bae 125 (Honeywell TFE 731)
Bae 125 (RR Corp Viper)
BAe 146 / RJ (HoneywellAvco-Lyc ALF 500
Series)
BAe 748 (RR~~D~~ Dart)
Bae 125 / Hawker 1000 (PWC 305)
BAe ATP (PWC 120)

BAe Jetstream 31/32 (Honeywell TPE 331)
BAe Jetstream 41 (Honeywell TPE 331)
Beech 200CT (PWC PT6)
Beech 300 / 350 (PWC PT6)
Beech 350 (PWC PT6)
Beech 400 (PWC JT15)
Beech 1900 (PWC PT6)
Boeing ~~B~~ 707/720 (PW JT3D)
Boeing ~~B~~ 717-200 (RRD BR715)
Boeing ~~B~~ 727 (PW JT8D)
Boeing ~~B~~ 727 (RRD Tay)
Boeing ~~B~~ 737-100/200 (PW JT8D)
Boeing ~~B~~ 737-300/400/500 (CFM56)
Boeing ~~B~~ 737-600/700/800/~~900~~ (CFM56)
Boeing 737- 900 (CFM56)
Boeing ~~B~~ 747-100 (GE CF6)
Boeing ~~B~~ 747-100 (PW JT9D)
~~Boeing B 747-100 (RR Corp RB211)~~ (Not on TCDS A20WE)
Boeing ~~B~~ 747-200/300 (GE CF6)
Boeing ~~B~~ 747-200/300 (PW JT9D)
Boeing ~~B~~ 747-200/300 (RR ~~Corp~~ RB211)
Boeing ~~B~~ 747-400 (GE CF6)
Boeing ~~B~~ 747-400 (PW 4000)
Boeing ~~B~~ 747-400 (RR ~~Corp~~ RB211)
Boeing ~~B~~ 747SP (PW JT9D)
Boeing ~~B~~ 747SP (RR ~~Corp~~ RB211)
Boeing ~~B~~ 757-200/300 (PW 2000)
Boeing ~~B~~ 757-200/300 (RR ~~Corp~~ RB211)
Boeing ~~B~~ 767-200/300 (PW 4000)
Boeing ~~B~~ 767-200/300 (PW JT9D)
Boeing ~~B~~ 767-200/300 (RR ~~Corp~~ RB211)
Boeing ~~B~~ 767-200/300/400 (GE CF6)
Boeing ~~B~~ 777-200/300 (GE 90)
Boeing ~~B~~ 777-200/300 (PW 4000)
Boeing ~~B~~ 777-200/300 (RR ~~Corp~~ Trent 800)
Boeing 777-300ER (GE 90)
Bombardier BD100-1A10 (Honeywell AS907)
Bombardier BD700 Series-~~1A10~~ (RR~~D~~ BR710~~0~~)
Bombardier CL 600-1A11 (Honeywell ~~Avco Lyc~~
ALF502)
Bombardier CL 600-2A12 (GE CF34)
Bombardier CL 600-2B16 (GE CF34)
Bombardier CL 600-2B19 (GE CF34)
Bombardier CL 600-2C10 (GE CF34)

Bombardier CL 600-2D24 (GE CF34)
Bombardier DHC-7 (PW~~C~~ PT6)
Bombardier DHC-8-100/200/300 (PWC 120)
Bombardier DHC-8-400 (PW~~C~~ 150)
Bombardier (Canadair) CL 215 (PW R2800)
Bombardier (Canadair) CL 415 (PW~~C~~ 123)
Casa 212 (Honeywell TPE331)
Casa 235 (GE CT7)
Cessna ~~525/525A~~ 525~~B~~B (Williams FJ 44)
Cessna 550/560 (PW~~C~~ 530/535)
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Cessna 550/560 (PW~~C~~ JT15D)
Cessna 560 (PW~~C~~ 545)
Cessna 650 (Honeywell TFE731)
Cessna 680 (PW~~C~~ 306)
Cessna 750 (RR Corp AE3007C)
~~Consolidated PBY-5A (PW R1830)~~ (Move to EC Regulation 1592 Annex II)
Convair 440 (PW R2800)
Convair 540/580 (RR Corp 501)
Convair 600/640 (RR~~D~~ Dart)
Dassault Falcon 10/100 (Honeywell TFE731)
~~Dassault Falcon (Honeywell CF700)~~
~~Dassault Falcon Series C,D,E,F (Honeywell CF700)~~
~~Dassault Falcon Series G (Honeywell ATF~~ 3)
Dassault Falcon 20 (~~Honeywell TFE731~~ GE CF700)
Dassault Falcon 20~~-5~~ (~~GE CF700 TFE 731~~ Garret (Honeywell ATF3)
Dassault Falcon 50~~B~~ (Honeywell TFE731)
Dassault Falcon 50EX (Honeywell TFE731)
Dassault Falcon 200 (Honeywell ATF 3-6)
Dassault Falcon 900~~B~~ (Honeywell TFE731)
~~Dassault Falcon 900C (Honeywell TFE731)~~
~~Dassault Falcon 900EX (Honeywell TFE731)~~
~~Dassault Falcon 900EX EASy/DX (Honeywell TFE731)~~
Dassault Falcon 2000 (GE/Honeywell CFE 738)
Dassault Falcon 2000EX (PWC 308)
~~Dassault Falcon 2000EX EASy (PWC 308)~~
Dornier DO 228 (Honeywell TPE 331)
Dornier DO 328 (PW~~C~~ 119)
Dornier DO 328 (PW~~C~~ 306)
~~Embraer EMB 110 (PWC PT6)~~ (Aircraft below 5700kg)

Embraer EMB 120 (PW~~C~~ 118)
Embraer EMB 135/145 (RR Corp AE3007A)
Embraer ERJ 170 100/200 (GE CF34)
Embraer ERJ 190 /195 (GE CF34)
M7 Aerospace (Fairchild) SA 226/227 (Honeywell TPE331)
M7 Aerospace (Fairchild) SA 227 Metro III (PWC PT6)
Fokker F27 ~~Series/Maryland aircraft Industries~~
~~F-27~~/FH227 ~~Series~~ (RR~~D~~ Dart)
Fokker F28 Series (RR~~D~~ Spey)
Fokker F50 (PW~~C~~ 125)
Fokker F70/100 (RR~~D Corp~~ Tay)
Fokker VFW 614 (RR ~~Corp~~ M45H)
Fokker VFW 614 Attas (RR ~~Corp~~ /Snecma M45H)
~~Gates Learjet 23 (GE CJ610)~~ (Aircraft below 5700kg)
Gates Learjet 24 (GE CJ610)
Gates Learjet 25 (GE CJ610)
Gates Learjet 31 (Honeywell TFE731)
Gates Learjet 35 (Honeywell TFE731)
Gates Learjet 36 (Honeywell TFE731)
Gates Learjet 45 (Honeywell TFE731)
Gates Learjet 55 (Honeywell TFE731)
Gates Learjet 60 (PW~~C~~ 305)
Gulfstream G100/Astra SPX (Honeywell
TFE731)
Gulfstream G200/Galaxy (PW~~C~~ 306)
Gulfstream GI (RR~~D~~ Dart)
Gulfstream GII & GIII (RR~~D~~ Spey)
Gulfstream GIV/G300/G400 (RR~~D~~ ~~Corp~~ Tay)
Gulfstream GIV-X/G450 (RR~~D~~ ~~Corp~~ Tay)
Gulfstream GV (RR~~D~~ BR 710)
Gulfstream GV-SP/G500/G550 (RR~~D~~ BR 710)
IAI 1121/1123 (GE CJ610)
IAI 1124 (Honeywell TFE731)
IAI 1125 (Honeywell TFE731)
Ilyushin IL-14 (Shvetsov Ash-82T)
Ilyushin IL-18 (Ivchenko AI-20M)
Ilyushin IL-62 (Kuznetsov NK-8-4)
Ilyushin IL-62 (Soloviev D-30KU)
Ilyushin IL-76 (Soloviev D-30KP)
Ilyushin IL-86 (CFM56)
Ilyushin IL-86 (Kuznetsov NK-86)
Ilyushin IL-86 (Soloviev PS-90)
Ilyushin IL-96 (Soloviev PS-90A)
Ilyushin IL-96MK (PW 2037)

Ilyushin IL-114 (Klimov TV7)
Ilyushin IL-114PC (PWC 127)
Let L-410/L-420 (Walter M601)
Let L-610 (GE CT7)
Lockheed Jetstar (Honeywell TFE731)
Lockheed Jetstar (PW JT12)
~~Lockheed L18 (Wright C1820)~~ (Move to EC Regulation 1592 annex II piston engined aircraft)
Lockheed L100 (RR Corp ~~T56~~ 501)
Lockheed L188 (RR Corp 501)
Lockheed L382 (RR Corp ~~501~~ T56)
Lockheed L1011 (RR ~~Corp~~ RB211)
McD DC3 (PW R1830)
McD DC4 (PW R2000)
McD DC6 (PW R2800)
McD DC7 (Wright R3350)
McD DC8 (CFM56)
McD DC8 (PW JT3D)
McD DC8 (PW JT4)
McD DC8 (RR ~~Corp~~ Conway)
McD DC9 (PW JT8D)
McD DC10 (GE CF6)
McD DC10 (PW JT9D)
McD MD11 (GE CF6)
McD MD11 (PW 4000)
McD MD80 Series (PW JT8D)
McD MD90 (IAE V2500)
Mitsubishi MU-300 Diamond 1/1A (PWC JT15) (Diamond II is same TCDS as Beech 400)
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PZL M 28 (PWC PT6)
Raytheon Bae 125 (Honeywell TFE 731)
Raytheon Bae 125 (RR ~~Corp~~ Viper)
Raytheon Bae 125 / Hawker 1000 (PWC 305)
~~Beech~~ Raytheon (Beech) 200CT (PWC PT6)
~~Beech~~ Raytheon (Beech) 300 ~~/ 350~~ (PWC PT6)
~~Beech~~ Raytheon (Beech) 350 (PWC PT6)
~~Beech~~ Raytheon (Beech) 400 (PWC JT15) (Same TCDS as MU-300-10)
~~Beech~~ Raytheon (Beech) 1900 (PWC PT6)
Rockwell Sabreliner (Honeywell TFE731)
Rockwell Sabreliner (GE CF700)
Rockwell Sabreliner (PW JT12)
Saab 340 (GE CT-7)
Saab 2000 (RR Corp AE2100)

Shorts 330/360 (PWC PT6)
Tupolev TU 134 (Soloviev D-30-II)
Tupolev TU 154 (Kusnetsov NK-8)
Tupolev TU 154 (Soloviev D-30KU)
Tupolev TU 204 (Soloviev PS-90AT)
Tupolev TU 204 (RR RB211)
Yakovlev Yak-40 (Ivchenko AI-25)
Yakovlev Yak-42 (Lotarev D-36)
2. Aeroplanes of 5700kg and below, requiring type training and individual type
rating (A-tr).
Bombardier DHC-6 (PWC PT6)
Cessna 425 (PW~~C~~ PT6)
Cessna 441 (Honeywell TPE331)
Cessna 500~~/501/551~~ (PW~~C~~ JT15D)
Cessna 501/551 (PW JT15D) (Different TCDS from Cessna 500)
Cessna 525~~/525B~~ (Williams FJ 44)
Cessna/Reims F406 (PWC PT6)
~~Dornier DO228 (Honeywell TPE 331)~~
Dornier Seastar CD2 (PW~~C~~ PT6)
Embraer EMB 110 (PW PT6)
Embraer EMB-121 (PW~~C~~ PT6)
Gates Learjet 23 (GE CJ610)
Piaggio P180 Avanti (PW~~C~~ PT6)
~~Pilatus PC-12 (PWC PT6)~~
Pilatus PC-12~~/45~~ series (PW~~C~~ PT6)
Piper PA 42 (Honeywell TPE331)
Piper PA 42 (PW~~C~~ PT6)
~~Piper PA 46 310P/ 350P (PWC PT6)~~
Piper PA 46 Jetprop (PW PT6)
Piper PA 46~~-500~~ Meridian (PW~~C~~ PT6)
~~Beech~~ Raytheon (Beech) 90 Series (PW~~C~~ PT6)
Raytheon (Beech) F90 (PW PT6) (Different TCDS from Beech 90 series)
~~Beech~~ Raytheon (Beech) 200 Series (PW~~C~~ PT6)
~~Beech~~ Raytheon (Beech) ~~99/~~100 Series (PW~~C~~
PT6)
~~Beech~~ Raytheon (Beech) B100 (Honeywell
TPE331)
Raytheon 390 (Williams FJ44)
~~Rockwell~~ Twin Commander 680~~T/V/~~681/690/695 series
(Honeywell TPE331)
Socata TBM 700 (PW~~C~~ PT6)
Vulcan Air AP68TP Series (RR Corp 250)
3. Aeroplanes multiple turbine engines (AMTE) of 5700kg and below, eligible to
type examinations and manufacturer group ratings.

~~Aero Commander AC 69 (PWC PT6)~~ (Same aircraft as Rockwell Commander)
~~Beech 65-90 (PWC PT6)~~
~~Beech 99 (PWC PT6)~~
Britten Norman BN2T Islander (RR Corp 250)
~~Dornier DO 28D-6/128-6 (PWC PT6)~~ Dornier DO28D-6/128-6 (PW PT6)
~~Fairchild Swearingen SA 26-AT (Honeywell~~
~~TPE331)~~ Fairchild Swearingen SA 26-AT (Honeywell TPE331)
~~Mitsubishi MU 2B (Honeywell TPE331)~~ Mitsubishi MU 2B (Honeywell TPE331)
GAF Nomad N24A (RR Corp 250)
~~Piaggio P 180 (PWC PT6)~~ (Contained in paragraph 2)
Piper PA-31T (PWC PT6)
Raytheon (Beech) 99 (PW PT6)
Shorts SC7 Skyvan 3 Variant 100 (Honeywell
TPE331)
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4. Aeroplanes single turbine engine (ASTE) of 5700kg and below, eligible to
type examinations and group ratings.
Bombardier DHC-2 (PWC PT6)
Bombardier DHC-3 (PWC PT6)
Cessna 206/207 (RR Corp 250)
Cessna 208 Series (PWC PT6)
~~Grob G 520 (Honeywell TPE331)~~ Grob G 520 (Honeywell TPE331)
Pilatus PC-6 (PWC PT6)
~~Pilatus PC-6 (Lycoming GSO 480) / Pilatus PC-6~~
~~(Lycoming IGO 540)~~
Pilatus PC-6 (Turbomeca Astazou)
Pilatus PC-6 (Honeywell TPE331)
Pilatus PC-7 (PWC PT6)
Pilatus PC-9 (PWC PT6)
SIAI-Marchetti SM1019 (RR Corp 250)
Ayres Thrush S2R-T Series (PW~~C~~ PT 6)
5. Aeroplane multiple piston engines – metal structure (AMPE-MS), eligible to type examinations and group ratings.
~~**type examinations and group ratings.**~~
~~Aero Commander AC 50 (Lycoming)~~ (Same aircraft as Rockwell)
~~Aero Commander 680E (Lycoming)~~ (Same aircraft as Rockwell)
~~Aerostar PA-60 series (Lycoming TIO-540)~~ (Same as Piper PA 60)
Aircraft Industries L 200 Series (LOM)
~~Beech 55 (RR Continental)~~
~~Beech 58 (RR Continental)~~
~~Beech 58P (RR Continental)~~
~~Beech 60 (Lycoming)~~ (All Beech aircraft moved to Raytheon)
~~Beech 65-80 (Lycoming)~~
~~Beech 76 (Lycoming)~~

~~Beech 95 Series (Lycoming)~~
~~Beech 95 Series (RR Continental)~~
Britten Norman BN2 Islander (Lycoming)
Britten Norman BN2A Trislander (Lycoming)
~~Cessna 305 Series (Continental)~~ Transferred to Paragraph 6 single piston engine
Cessna 310 Series (RR Continental)
Cessna 335 (RR Continental)
Cessna 337 (RR Continental)
Cessna 340 (RR Continental)
Cessna 401/402 (RR Continental)
Cessna 404 (RR Continental)
Cessna 414 (RR Continental)
Cessna 421 (RR Continental)
Cessna T303 (RR Continental)
~~Cessna T337 (RR Continental)~~
~~Consolidated PBY-5A (PW R1830)~~ Move to EC Regulation 1592 Annex II
Grumman American GA-7 (Lycoming)
Piper PA 23 Series (Lycoming)
Piper PA 30/39 (Lycoming)
Piper PA 31 (Lycoming)
Piper PA 31P (Lycoming) (Different TCDS)
Piper PA 34 (Lycoming)
Piper PA 34 (RR Continental)
~~Piper PA 39 (Lycoming)~~
Piper PA 44 Series (Lycoming)
Piper PA 60 Series (Lycoming)
~~Beech~~ Raytheon (Beech) 55/58/95 series (RR Continental) (Common TCDS)
~~Beech Raytheon (Beech) 58 (RR Continental)~~
~~Beech Raytheon (Beech) 58P (RR Continental)~~
~~Beech~~ Raytheon (Beech) 60 (Lycoming)
~~Beech~~ Raytheon (Beech) 65-80 (Lycoming)
~~Beech~~ Raytheon (Beech) 76 (Lycoming)
~~Beech~~ Raytheon (Beech) 95 Series (Lycoming)
~~Beech Raytheon (Beech) 95 Series (RR Continental)~~
~~Rockwell 500S Shrike~~ Twin Commander (Lycoming)
~~Rockwell Commander 680/680E/720 (Lycoming)~~
~~Rockwell~~ Twin Commander 685 ~~(Lycoming)~~(Continental)
~~Rockwell Commander 560F/680F (Lycoming)~~
~~Partenavia Vulcan Air P68 Series (Lycoming)~~ (Move to Paragraph 2 engine is RR Corp 250)
Vulcan Air AP68TP Series ~~(Detroit Diesel)~~ (RR Corp 250)
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6. Aeroplane single piston engine – metal structure (ASPE-MS), eligible to type
examinations and group ratings.
American AA-1/AA-1A (Lycoming)
~~American AA-1A (Lycoming)~~
American AA-5/AG-5B (Lycoming)
~~American AG-5B (Lycoming)~~
Apex Aircraft HR 100 series (Lycoming)
Apex Aircraft HR 100 series (Continental)
Apex Aircraft R1180 series (Lycoming)
Apex Aircraft R 2000 series (Lycoming)
Apex Aircraft R 3000 series (Lycoming)
ARV 1 Super 2 (Hewland)
~~Beech~~ Raytheon (Beech) 23/24 Series (Lycoming)
~~Beech~~ Raytheon (Beech) A23 (~~RR~~ Continental)
~~Beech Raytheon (Beech) 24 Series (Lycoming)~~
~~Beech~~ Raytheon (Beech) 33/35 Series (~~RR~~
Continental)
~~Beech Raytheon (Beech) 35 Series (RR~~
~~Continental)~~
~~Beech~~ Raytheon (Beech) 36 (~~RR~~ Continental)
Bölkow BO 208 (~~RR~~ Continental)
Bölkow BO 209 (Lycoming)
Bombardier DHC-2 (PW R985)
Bombardier DHC-3 (PW R1340)
Cessna 120/140 (~~RR~~ Continental) (Fabric covered wing)
Cessna 140A Series (~~RR~~ Continental) (Separate TCDS)
Cessna 150 Series (~~RR~~ Continental)
Cessna 152 (Lycoming)
Cessna 170 Series (~~RR~~ Continental)
Cessna 172 Series (Lycoming)
Cessna 172 Series (~~RR~~ Continental)
Cessna 172 Series (Thielert)
Cessna 175 Series (Lycoming)
Cessna 175 Series (~~RR~~ Continental)
Cessna 177 Series (Lycoming)
Cessna 180 Series (~~RR~~ Continental)
Cessna 182 Series (Lycoming)
Cessna 182 Series (~~RR~~ Continental)
Cessna 182 Series (SMA)
Cessna 185 Series (~~RR~~ Continental)
Cessna 188 (Continental)
Cessna 195 (Jacobs)
Cessna 206 Series (~~RR~~ Continental)

Cessna 207 Series (~~RR~~ Continental)
Cessna 210 Series (~~RR~~ Continental)
~~Cessna P210N (RR Continental)~~
Cessna 305 series (Continental)
Fuji FA-200 Series (Lycoming)
Gippsland GA8 (Lycoming)
Maule M4 (RR Continental)
Maule M5-180C (Lycoming)
Maule M5-235C (Lycoming)
Maule M6-235 (Lycoming)
Maule M7 Series (Lycoming)
Maule MX-7-180 (Lycoming)
Meteor FL53 (Coninental)
Meteor FL 54 (Continental)
Mooney M20 (Lycoming)
Mooney M20 (~~Lycoming / RR~~ Continental)
~~Morane Saulnier MS 892 (Lycoming)~~
~~Morane Saulnier MS 893 (Lycoming)~~
~~Morane Saulnier MS 894 (Franklin)~~ (All Morane aircraft transferred to Socata)
~~Morane Saulnier Rallye 100 (RR Continental)~~
~~Morane Saulnier Rallye 110ST (Lycoming)~~
~~Morane Saulnier Rallye 150 (Lycoming)~~
~~Morane Saulnier Rallye 180T (Lycoming)~~
~~Morane Saulnier Rallye 235E (Lycoming)~~
Moravan Z-142 (Walter)
Moravan Z-143 L (Lycoming)
Moravan Z-326 L (Lycoming)
Moravan Z-242 L (Lycoming)
Moravan Z-526F (Walter)
Piaggo P 149 D (Lycoming)
Pilatus PC-6 (Lycoming) ~~GSO 480) / Pilatus PC 6~~
~~(Lycoming IGO 540)~~
Piper PA-16 Series (Lycoming)
Piper PA-18 (~~RR~~ Continental)
Piper PA-18 Series (Lycoming)
Piper PA-20 Series (Lycoming)
Piper PA-22 Series (Lycoming)
Piper PA-24 Series (Lycoming)
Piper PA-25 Series (Lycoming)
Piper PA-28 Series (Lycoming)
Piper PA-28 Series (~~RR~~ Continental)
~~Piper PA-28-201T (RR Continental)~~
Piper PA-28 Series (~~TAE~~Theilert)
Piper PA-32 Series (Lycoming)

Piper PA-38 Series (Lycoming)
Piper PA-46 (Continental)
Piper PA-46 (Lycoming)
PZL-104 Wilga Series (PZL ~~/ Lycoming~~)
PZL-104 Wilga Series (Lycoming)
PZL-104 Wilga Series (Continental)
PZL M 18 (PZL)
PZL M 26 (Lycoming)
Republic RC-3 (Lycoming)
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Rockwell Commander 112/114 (Lycoming)
~~Rockwell Commander 114 (Lycoming)~~
Saab 91A ~~(Lycoming~~ (Gypsy Major)
Saab 91~~B~~ (Lycoming)
~~Saab 91C (Lycoming)~~
~~Saab 91D (Lycoming)~~
SIAI-Marchetti S205 (Lycoming)
SIAI-Marchetti S208 (Lycoming)
SOCATA TB9/10/20/21/200 (Lycoming)
~~SOCATA TB10 (Lycoming)~~
~~SOCATA TB20 (Lycoming)~~ (Common TCDS A51EU)
~~SOCATA TB21 (Lycoming)~~
~~SOCATA TB200 (Lycoming)~~
SOCATA Rallye (Lycoming)
SOCATA Rallye (Continental)
SOCATA Rallye (Franklin)
~~Symphony~~ OMF Symphony -100-160 (Lycoming) (This aircraft is metal frame composite covered, consider moving to paragraph 9.)
Ayres Thrush S2R (PW 1340)
7. Aeroplane multiple piston engines – wooden structure (AMPE-WS), eligible
to type examinations and group ratings.
8. Aeroplane single piston engine – wooden structure (ASPE-WS), eligible to
type examinations and group ratings.
Apex Aircraft Cap 10 (Lycoming)
~~Apex Aircraft HR 100 series (Lycoming)~~
~~Apex Aircraft HR 100 series (Continental)~~
Apex Aircraft DR 300 series (Lycoming)
Apex Aircraft DR 400 series (Lycoming)
~~Apex Aircraft R 1180 series (Lycoming)~~ (Moved to paragraph 6 metal aircraft)
Aviamilano P.19 (RR Continental)
Bellanca 17-30A (RR Continental)
Bellanca 7 Series (Lycoming)
Bellanca 8 Series (Lycoming)

Boeing A75 series (Lycoming)
Boeing A75 series (Continental)
Boeing A75 series (Jacobs)
Boeing ~~I~~B75 series (Pratt & Whitney)
Bölkow BO 20~~8~~7 (Continental)
~~CAP 10 (Lycoming)~~
~~Champion 7 Series (Continental)~~
~~Champion 7 Series (Lycoming)~~ (Champion aircraft same as Bellanca)
~~Champion 8 Series (Lycoming)~~
Christen A1 Husky (Lycoming)
Jodel D 11 (Salmson)
Jodel D 11 (Continental)
~~Jodel D 112 Series /D 127 (Continental)~~
Emeraude Scintex CP301 (Continental)
Nipper T-66 (STARK)
Piper J3C (Continental)
Piper PA-11 (Continental)
Piper PA-12 (Lycoming)
Piper PA-15 (~~RR~~ Continental)
Pitts S-1 Series (Lycoming)
Pitts S-2 Series (Lycoming)
Slingsby T67A (Lycoming) (Wooden version of this aircraft)
9. Aeroplane multiple piston engines – composite structure (AMPE-CS), eligible
to type examinations and group ratings.
Diamond DA42 (TAE)
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10. Aeroplane single piston engine – composite structure (ASPE-CS), eligible to
type examinations and group ratings.
Cirrus SR20 (Continental)
Diamond DA20/DV20 (Rotax)
Diamond DA20 (RR Continental)
Diamond DA40 (Lycoming)
Diamond DA40 D (TAE)
Extra EA-300 (Lycoming)
Extra EA-400 (RR Continental)
Grob G115 Series (Lycoming)
Ruschmeyer R90-230RG (Lycoming)
Slingsby T67B ~~Series Comp~~ (Lycoming) (Composite version of this aircraft)
11. Multi-engine helicopters (MEH), requiring type training and individual type
rating.
Agusta A109 Series (PW 206/207)
Agusta A109 Series (RR~~C~~ Corp 250)

Agusta A109 (Turbomeca Arriel 1)
Agusta A109 Series (Turbomeca Arrius 2)
Agusta-Bell AB 139 (PWC PT6)
Agusta/Westland EH-101 (GE CT700)
Bell 212 (PWC PT6)
Bell 214 (GE CT7)
Bell 214 (~~Lycoming~~ Honeywell T5508D)
Bell 214 (T700)
Bell 222 (RR Corp 250)
Bell 222 (~~Lycoming~~ Honeywell LTS 101)
Bell 230~~/430~~ (RR Corp 250)
Bell 412 (PW~~C~~ PT6)
Bell 430 (RR Corp 250)
Boeing 107 (GE CT58)
Boeing BV234 (Avco Lycoming Honeywell
5512)
~~EAC S-64-F (PW JFTD12)~~ Same aircraft as Sikorsky S64 (PW JFTD12)
Eurocopter AS 321~~/330~~ (Turbomeca Turmo) (Super Frelon helicopter)
Eurocopter AS 330 (Turbomeca Turmo) (Puma)
Eurocopter AS 332 L2 (Turbomeca Makila 2A)
Eurocopter AS 332/332L/L1 (Turbomeca Makila
1A)
Eurocopter AS 355 (RR Corp 250)
Eurocopter AS 355 (Turbomeca Arrius 1)
Eurocopter AS 365 ~~N~~ C (Turbomeca Arriel 1)
Eurocopter AS 365 N1, N2, N3 (Turbomeca
Arriel 1)
Eurocopter AS 365 N, N1, N2~~, N3~~ (Turbomeca
Arriel ~~2C~~ 1)
Eurocopter AS 365 N3 (Turbomeca
Arriel 2C)
Eurocopter BO 105 Series (RR Corp 250)
Eurocopter EC 135 (Turbomeca Arrius 2B)
Eurocopter EC 135 (PW~~C~~ 206)
Eurocopter EC155 (Turbomeca Arriel 2)
Eurocopter EC 225 (Turbomeca Makila 2A)
Eurocopter MBB-BK 117 ~~A 1/ 3/ 4/ B 1/ 2~~
(Honeywell LTS 101)
Eurocopter MBB-BK 117 ~~C1~~ (Turbomeca Arriel
1)
~~Eurocopter MBB-BK 117 C2 (Turbomeca Arriel~~
~~1)~~
~~Eurocopter SA 365 C Series (Turbomeca Arriel~~
~~1)~~

Kamov KA-25 (Glushenkov GTD-3BM)
Kamov Ka-26D (Vedeneyev)
Kamov KA-27 (Isotov TV3)
Kamov Ka 32 (Klimov)
MD 900 (PWC 206/207)
MD 902 (PWC 206/207)
Mil Mi-2 (PZL GTD-350 III/IV)
Mil Mi-6 (Soloviev D-25V)
Mil Mi-8 (Isotov TV2)
Mil Mi-10 (Soloviev D-25V)
Mil Mi-17 (Isotov TV3)
Mil Mi-26 (Lotarev D-136)
PZL W-3A Swidnik (Rzeszow PZL-10W)
~~PZL W-3AS Swidnik (Rzeszow PZL-10W)~~
Sikorsky S61N (GE CT58)
Sikorsky S64 (PW JTFD JFTD 12)
Sikorsky S70 (GE ~~CT700 CT7~~ T700)
Sikorsky S76A (RR Corp 250)
Sikorsky S76A (Turbomeca Arriel 1)
Sikorsky S76B (PWC PT6)
Sikorsky S76C (Turbomeca Arriel 1) (There are a number of S76C helicopters with a either an Arriel 1 OR Arriel 2 engine fitted.)
Sikorsky S76C (Turbomeca Arriel 2)
Sikorsky S92A (GE CT7-8)
Westland W30 (RR ~~Corp~~ Gem)
Westland Wessex (RR ~~Corp~~ Gnome)
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12. Helicopters with turbine engines (HTE), eligible to type examinations and
group ratings.
Agusta Bell ~~AB~~204/ ~~AB~~ 205 (~~Lycoming~~ Honeywell
T53)
Agusta Bell ~~AB~~ 206 (RR Corp 250)
Agusta A119 (PWC PT6)
Bell 47 Soloy (RR Corp 250)
~~Bell 204/205 (Lycoming Honeywell T53)~~
~~Bell 206 (RR Corp 250)~~
Bell 407 (RR Corp 250)
Enstrom 480 (RR Corp 250)
Eurocopter AS 350 (Turbomeca Arriel 1)
Eurocopter AS 350 (Turbomeca Arriel 2B)
Eurocopter EC 120 (Turbomeca Arrius 2F)
Eurocopter EC 130 (Turbomeca Arriel 2B)
Eurocopter SA 315B (Turbomeca Artouste ~~IIIB~~)
Eurocopter SA 319 (Turbomeca Astazou ~~XIVB~~)

Eurocopter SA 341~~G~~ (Turbomeca Astazou~~ IIIA~~)
~~Eurocopter SA 341J (Turbomeca Astazou XIVH)~~
Eurocopter SA 360 (Turbomeca Astazou
XVIIIA)
Eurocopter SE 3130 / SA 3180 (Turbomeca Astazou~~ IIA)~~
~~Eurocopter SE 3130 SE 313B(Turbomeca~~
~~Artouste IIC)~~
Eurocopter SE 316~~0 SE316B/SE316C~~
(Turbomeca Artouste ~~IIIB~~)
Kaman K-1200 (Honeywell T53-17A-1)
~~Kamov Ka 32 (Klimov)~~ Move to paragraph 11 helicopter has 2 engines
~~McD 369 (RR Corp 250)~~ Same aircraft as MD500
MD 500N (RR Corp 250)
MD 600N (RR Corp 250)
MD 520 (RR Corp 250)
~~Mil Mi 2 (PZL GTD 350 III/IV)~~ Move to paragraph 11 helicopter has 2 engines
Schweizer 269D (RR Corp 250)
~~Sikorsky S55 (Wright Cyclone)~~ Piston engine
Sikorsky S55T (Honeywell TSE 331)
~~Sikorsky S58 (Wright Cyclone)~~ Piston engine
Sikorsky S58T (PWC PT6)
Sud-Ouest SO 1221 (Turbomeca Palouste IV)
Westland S55 (~~PW R1340~~ RR Gnome)
13. Helicopters with piston engines (HPE), eligible to type examinations and
group ratings.
Bell/Agusta/Westland 47 (Lycoming)
Brantly B2 (Lycoming)
Enstrom F28/F280 (Lycoming)
Hiller UH-12 (Lycoming)
Hughes/Schweizer 269 (Lycoming)
~~Kamov Ka 26D (Vedeneyev)~~ Move to paragraph 11 helicopter has 2 engines
Robinson R22/R44 Series (Lycoming)
Schweizer 269D Series (Lycoming)
"Sikorsky S55 (Wright Cyclone)
Sikorsky S58 (Wright Cyclone)

Type certificated aircraft not included in NPA N° 03-2006 but already transferred to EASA:

Costruttore	Modello	Motore
Alenia	C27J	Allison/RR AE2100D2
Agusta	AB 102	Pratt & Whitney S1H4
Agusta	AB 412 / EP	PT6T-3B/-3BE/-3D/-3DF
Agusta	AB 212	PT6T-3/-3B
Agusta	AS 61N	GE CT58-110-1
Agusta	AS 61 N1	GE CT58-140-1
SEI	AMD 500N	Allison 250-C20R/2
SEI	NH 300C	Lycoming H10-360-D1A
SEI	NH 500D	G.M. 250-C20B
Aermacchi	F260 B	Lycoming O-540-E4A5
Aermacchi	F260 C/D	Lycoming O-540-E4A5 opp. Lycoming AE10-540-D4A5
Aermacchi	F260 E	Lycoming 10-540-D4A5 Lycoming AE10-540-D4A5
Aermacchi	F260 TP	Allison 250-B17D
General Avia	F20 A	Lycoming O-235-N2C
General Avia	F20 B	Lycoming O-320-D2A opp. Lycoming O-320-D1A
General Avia	F20 C	Lycoming O-360-A1A
General Avia	F20 R	Lycoming O-320-D1A
3I	Sky Arrow 650 TC / TCN	Rotax 912 F2
3I	Sky Arrow 650 TCS / TCNS	Rotax 912S2
3I	Sky Arrow 710 RG	Rotax 912S2
Meteor	FL 55	Lycoming O-290-3
Nardi	FN 333	Continental O-470-H
Piaggio	P166	Lycoming GSO-480-B1C6
Piaggio	P166B/C	Lycoming IGSO-540-A1C
Piaggio	P166DL3	Lycoming LTP 101-600 Lycoming LTP 101-600-1A Lycoming LTP 101-700A-1A
Tecnam	P92J	Rotax 912A2
Tecnam	P92JS	Rotax 912S2
Tecnam	P2002JF	Rotax 912S2

Other Italian Certified aircraft not included in NPA N° 03-2006 and erroneously missing in the list of transferred aircraft to EASA:

Costruttore	Modello	Motore
Partenavia	P64 “Oscar” P64B ”Oscar B”	Lycoming O-360-A1A Lycoming O-360-A3A
Partenavia	P64B ”Oscar 200”	Lycoming IO-360-A1B
Partenavia	P66B ”Oscar 100”	Lycoming O-235-C1B Lycoming O-235-C1
Partenavia	P66B ”Oscar 150”	Lycoming O-320-E2A
Partenavia	P66C ”Charlie”	Lycoming O-320-H2AD