I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 66.015 of the *Civil Aviation Safety Regulations 1998*.

**[Signed John F. McCormick]**

John F. McCormick
Director of Aviation Safety

17 April 2014

Part 66 Manual of Standards Amendment Instrument 2014 (No. 1)

1 Name of instrument

 This instrument is the *Part 66 Manual of Standards Amendment Instrument 2014 (No. 1)*.

2 Commencement

 This instrument commences on the day after registration.

3 Amendment of Part 66 Manual of Standards

 The Part 66 Manual of Standards is amended as set out in Schedule 1.

Schedule 1 Amendments

[1] Paragraph 66.5 (b), definitions

insert

 ***avionic LRU***, or ***avionic line replaceable unit***, is an aircraft avionic part that satisfies all of the following requirements:

1. it must have no mechanical input from, or output to, another part or mechanism;

2. it must contain only electrical, electronic, instrument or radio parts, or software, or a combination of any such part or parts and software, designed to provide control, monitor or display functions, or a combination of such functions;

3. it must not require any of the following in order to be installed, secured or connected to the aircraft:

 (i) specialist knowledge or techniques;

 (ii) specialised equipment;

 (iii) rigging, or functional testing or adjustment, using specialised equipment external to the aircraft or brought on board the aircraft, to ensure that it is functioning properly.

[2] Paragraph 66.5 (b), definition of *practical consolidation training (PCT)*

substitute

***practical consolidation training (PCT)*** means a practical training course:

1. conducted by a maintenance training organisation in accordance with section 66.A.50 and Appendix III; and

2. that is approved in writing by CASA.

*Note*   In considering whether to approve a PCT course, CASA will take into account whether the course elements reflect the elements of a best practice PCT program as described in Advisory Circular 147-1 *Practical Consolidation Training*.

[3] Paragraph 66.5 (b)

insert

***RPL*** has the same meaning as in section 147.A.07 of the Part 147 Manual of Standards (as amended).

[4] Paragraph 66.5 (b), definition of *simple test*

substitute

***simple test*** means a test described in maintenance data that meets all of the following criteria:

1. the serviceability of the system can be verified using aircraft controls, switches, built-in test equipment (***BITE***), central maintenance computer (***CMC***) or external test equipment not involving special training;

2. the outcome of the test is a unique go/no-go indication or parameter. No interpretation of the test result or interdependence of different values is allowed.

[5] Paragraph 66.5 (b), definition of *sub system*

substitute

***subsystem*** means a system which, while capable of functioning on its own, is part of a larger system and includes, for this MOS:

1. the electrical subsystem comprised of electrical parts, appliances and motors, within mechanical, powerplant and structural systems; or

2. the instrument subsystem comprised of avionic systems within mechanical, powerplant and structural systems.

[6] Paragraph 66.5 (b), definition of *troubleshooting*

substitute

***troubleshooting*** means the published approved fault isolation maintenance procedures and actions outlined in maintenance data, used as necessary in order to identify the root cause of a defect or malfunction. It may include the use of BITE or external test equipment. Troubleshooting may involve avionic LRU changes, however, it does not involve multiple avionic LRU changes in pursuit of a system fault, unless the changes are made in accordance with a published approved fault isolation maintenance procedure (e.g. Troubleshooting Manual, Fault Isolation Manual procedure).

[7] Paragraph 66.A.1 (c)

substitute

 (c) Subject to paragraph (f), for paragraph 66.015 (2) (e) of CASR 1998, an aircraft type specified in a cell in column 2 of a table in Appendix IX, with a type certificate holder (if any) mentioned in the corresponding cell in column 1, and a commercial designation (if any) mentioned in the corresponding cell in column 3, is specified as a type rated aircraft type for an aircraft engineer licence in Category B1, B2 or C.

 (d) Subject to paragraph (f), for an aircraft type specified in a cell in column 2 of a table in Appendix IX, an aircraft engineer licence in Category B1, B2 or C may be endorsed with the type-rating endorsement mentioned in the corresponding cell in column 4.

 (e) Each mention of “Various” in a cell in column 2 of a table in Appendix IX is to be read as “A small or non-rated aircraft with the engine mentioned in the corresponding cell in column 4.”.

 (f) If a Note referred to in a cell in column 4 of a table in Appendix IX contains the statement: “This is a rule.”, the contents of the Note have legal effect for the cell in the table as if they were contained in a paragraph of this section.

 (g) For this section:

***cell***, for acolumn of a table in Appendix IX, means each individual, undivided unit (regardless of its size) into which the column is subdivided.

***non-rated aircraft*** has the same meaning as in the definition of ***aircraft type*** in regulation 66.010 of CASR 1998.

***small aircraft*** has the same meaning as in the CASR Dictionary.

[8] After sub-sub-subparagraph 66.A.20 (a) 4 (ii) (B)

insert

(BA) updating the software in an avionic system, provided that:

 (I) the system has a discrete test facility to confirm the success of the updating; and

 (II) the serviceability of any other system affected by the updating is also confirmed; and

 (III) only simple tests are necessary to verify the serviceability of the system and any other system affected by the updating;

[9] Sub-subparagraph 66.A.20 (a) 4 (ii)

omit

(c)

insert

(C)

[10] After sub-sub-subparagraph 66.A.20 (a) 4 (ii) (D)

insert

(E) troubleshooting of avionics systems that can be conducted using only simple tests.

[11] Section 66.A.20, Table 1, Equipment, furnishings and emergency equipment (ATA25), Conditions or limitations column

insert

Except ELT and underwater locating beacon (ATA 25-60) — see (ATA23).

[12] Section 66.A.20, Table 1, Flight control systems (ATA27), Conditions or limitations column

insert

For a category B1 licence — except system operation – fly-by-wire.

[13] Section 66.A.20, Table 1, Structures — General (ATA51), Conditions or limitations column

after paragraph (a), insert

*Note*These optional units of competency are marked W in Appendix IV.

[14] Section 66.A.20, Table 1, Transitional privileges

omit

[15] After section 66.A.20, Table 1

insert

66.A.21 Transitional privileges

 Despite Table 1 in section 66.A.20 and the exclusions annotated on a licence issued under Part 66 of CASR 1998, a person mentioned in a cell in column 1 of Table 2, who holds a Category B1 licence, may perform maintenance certifications and issue certificates of release to service for the maintenance mentioned for the person in the corresponding cell or cells in column 2, but only:

1. for an aircraft mentioned in the corresponding cell in column 3; and

2. subject to the limitations (if any) mentioned in the corresponding cell in column 4; and

3. subject to the condition mentioned in column 5.

Table 2

| **Person** | **Maintenance** | **Aircraft** | **Limitations** | **Condition** |
| --- | --- | --- | --- | --- |
| A.A person who held an aircraft maintenance engineer (***AME***) licence under regulation 31 of the *Civil Aviation Regulations 1988* to which regulation 202.341 applies (the ***old licence***) | All electrical maintenance | An aircraft approved for V.F.R. operations only (***approved*** ***V.F.R. aircraft***), and fitted with a single generator | Not applicable (***NA***) | Provided that the old licence and its ratings applied to the maintenance, or would have applied to the maintenance but for Part 66 of CASR 1998 (***The Proviso***)  |
| 1. All instrument system maintenance for aircraft general instruments (excluding RMI, inertial navigation and multi-axis autopilots)2. Periodic inspections for aircraft radio systems | Approved V.F.R. aircraftApproved V.F.R. aircraft | NA |
| B.A person who, in accordance with subregulation 202.343 (2) or 202.344 (2) of CASR 1998, is taken to be entitled to the issue of an AME licence by becoming qualified for, an engine category Group 1 or 2 rating, or an airframe category Group 1, 2 or 19 rating (the ***old licence***) | All electrical maintenance | Approved V.F.R. aircraft fitted with a single generator | NA | The Proviso |
| 1. All instrument system main-tenance for aircraft general instruments (excluding RMI, inertial navigation and multi-axis autopilots)2. Periodic inspections for aircraft radio systems |  |  |
| C.A person who, in accordance with subregulation 202.341 (2) or 202.343 (2) or 202.344 (2) of CASR 1998, is taken to be entitled to the issue of an AME licence by previously holding, or becoming qualified for, an engine or airframe category rated licence (the ***old licence***) | 1. Daily or manufacturers’ equivalent inspection2. Check of the condition of security of attachment of wiring, plumbing, parts and appliances3. Maintenance of instrument, or electrical, parts and appliances forming part of the powerplant, mechanical or structural systems, where the limitations apply | Aircraft covered by the licence | For maintenance under No. 3 in column 2,the maintenance must:1. Be limited to external mechanical adjustments to facilitate correct operation of powerplant or mechanical or structural systems2. Be limited to replacement of instrument, or electrical, parts and appliances, connected by simple twist or terminal connectors3. Excludes instrument or electrical parts and appliances, where mainten-ance involves functional tests and adjustments requiring the use of external specialised test equipment | The Proviso |

[16] Before the existing paragraph 66.A.23 (a)

insert

 (a) For paragraph 66.120 (2) (b) of CASR 1998, a licensed aircraft maintenance engineer is taken to comply with the requirements of that paragraph if, in the immediately preceding 2 years:

1. he or she has had a period or periods of continuous employment amounting to at least 6 months, exercising the privileges mentioned in the Part 66 Manual of Standards for his or her licence or for a rating endorsed on the licence; or

2. within a period or periods of time amounting to 6 months, he or she has had at least 550 hours of experience in exercising those privileges.

[17] Paragraph 66.A.23 (a)

reletter paragraph (a) as paragraph (b)

[18] Paragraph 66.A.23 (b)

reletter paragraph (b) as paragraph (c)

[19] Subparagraph 66.A.23 (b) 3

omit

subparagraphs (a) 1 and 2

insert

subparagraphs (b) 1 and 2

[20] Subparagraph 66.A.23 (b) 4

omit

subparagraph (a) 2

insert

subparagraph (b) 2

[21] Paragraph 66.A.25 (f)

substitute

 (f) In addition to the units of competency that are required under this section for a subcategory B1.1 or B1.2 licence, an applicant for such a rating that includes wooden structures or fabric surfaces or propellers must hold each relevant optional unit of competency listed and coded in Appendix IV to this MOS that is marked:

1. W — for wooden structures for the subcategory; and

2. Z — for fabric surfaces for the subcategory; and

3. P — for propellers for the subcategory.

[22] Amendment of subparagraph 66.A.30 (a) 2

after

operating aircraft

insert

and in training

[23] Paragraph 66.A.45 (c)

substitute

 (c) A type rating may only be issued by CASA:

1. following satisfactory completion of the relevant Category B1, B2 or C aircraft type training:

 (i) approved by CASA; or

 (ii) conducted by an appropriately approved MTO; or

 (iii) conducted in accordance with paragraph (h); or

2. if each of the following applies:

 (i) the applicant is a category B2 licence holder (the ***holder***) with a rating (a ***type rating***) for a particular type, or type and model, of large aircraft with a particular type of aircraft engine (a ***large aircraft type***);

 (ii) the holder applies for a rating (the ***different type rating***) for a large aircraft type, that is different from his or her type rating;

 (iii) the large aircraft type to which the different type rating would apply has the same manufacturer as the large aircraft type to which the holder’s type rating applies;

 (iv) CASA carries out an RPL assessment that compares the differences between the large aircraft type to which the type rating applies and the large aircraft type to which the different type rating would apply;

 (v) CASA determines that the B2 systems differences between the 2 large aircraft types are not such as to require further training of the holder for the issue of the different type rating.

*Note*   In subparagraph (c) 2, the meaning of ***a large aircraft*** is the same as the meaning of an aircraft type in paragraphs (a) and (b) of the definition of ***aircraft type*** in regulation 66.010 of CASR 1998.

[24] Paragraph 66.A.45 (h), including the note

substitute

 (h) An AMO, in accordance with section 145.A.37 of the Part 145 MOS, may:

1. deliver excluded system training and assessment for the excluded systems set out in Appendix VII; or

2. for an aircraft type mentioned in column 2 of Table 2 in Appendix IX — deliver aircraft type training for a category or subcategory of licence for the aircraft, or a system or subsystem of the aircraft type; or

3. for an aircraft type mentioned in column 2 of Table 2 in Appendix IX — arrange for the manufacturer of the aircraft or its engine to provide training and assessment.

[25] After paragraph 66.A.45 (h)

insert

(i) A licensed aircraft maintenance engineer, seeking his or her first aircraft type rating in an alternate licence category or subcategory not currently held by that person, must have first completed category or subcategory basic knowledge and competency training as mentioned in section 66.A.25 for the issue of a licence in that category or subcategory for which he or she is seeking his or her first rating, as well as meeting the basic practical experience requirements specified in paragraph 66.A.30 (b).

[26] Paragraph 66.A.55 (c)

after

maintenance organisation

insert

, or maintenance training organisation,

[27] Appendix IV, competency unit MEA209C, in column B2

insert

X

[28] Appendix IV, competency unit MEA359A, column B1.1

substitute

W

[29] Appendix IV, competency unit MEA359A, column B1.2

substitute

W

[30] After Appendix VIII

insert

Appendix IX See paragraphs 66.A.1 (c) and (d)

Type rated aircraft types and type rating endorsements for Category B1, B2 or C licences

*Note*  Large aircraft (aeroplanes over 5 700 kg maximum take-off weight (MTOW), multi-engine helicopters, and aircraft (including, where appropriate, a particular engine type) that CASA has designated as requiring a type rating, generally form the basis of the type rated aircraft types listed in Appendix IX. CASA has also designated certain small aircraft and specific engines as requiring a type rating on the basis that, taking into account issues such as complexity, new technology, ATSB recommendations or other safety issues, type training will enhance aviation safety.

Table 1

*Note*These aeroplanes are large or designated as large - requiring type training and individual type rating

**See paragraph 66.A.1 (e) for the meaning of “Various” in column 2.**

| Type Certificate (TC) holder | Aircraft type (aeroplanes) | Commercial designation | Type rating endorsement (aircraft type - engine in brackets) |
| --- | --- | --- | --- |
| 328 Support Services | 328-100 Series  |  | Dornier 328-100 (PWC PW119) |
| AIRBUSAIRBUS | A300 B1A300 B2-1AA300 B2-1CA300 B2K-3CA300 B2-202A300 B2-203A300 B4-2CA300 B4-102A300 B4-103A300 B4-203A300 C4-203A300 F4-203 |  | Airbus A300 basic model (GE CF6) |
| A300 B4-601A300 B4-603A300 B4-605 RA300 F4-605 RA300 C4-605 R Variant F  |  | Airbus A300-600 (GE CF6) |
| A300 B4-622A300 B4-622 RA300 F4-622 R  |  | Airbus A300-600 (PW 4000)  |
| A310-203A310-221A310-203 CA310-304A310-308 |  | Airbus A310 (GE CF6) |
| A310-324A310-325 |  | Airbus A310 (PW 4000)Airbus A310 (PW 4000) |
| A318-110 SeriesA319-110 SeriesA320-111A320-210 SeriesA321-110 SeriesA321-210 Series |  | Airbus A318/A319/A320/A321 (CFM56) |
| A319-130 SeriesA320-230 SeriesA321-130 SeriesA321-230 Series |  | Airbus A319/A320/A321 (IAE V2500)  |
| A330-200 SeriesA330-300 Series |  | Airbus A330 (GE CF6) |
| A330-220 SeriesA330-320 Series |  | Airbus A330 (PW 4000) |
| A330-240 SeriesA330-340 Series |  | Airbus A330(RR RB 211 Trent 700) |
| A380-840 Series |  | Airbus A380 (RR RB211 Trent 900) |
| AIRCRAFT INDUSTRIES | L-420 |  | Let L-420 (Walter M601) Note 3 |
| ATR-GIE Avions de Transport Régional | ATR 42-200ATR 42-300 |  | ATR 42-200/300 Series(PWC PW120) |
| ATR 42-400 |  | ATR 42-400/500/72-212A(PWC PW120) |
| ATR 42-500 | 42-500 | ATR 42-400/500/72-212A(PWC PW120) |
| ATR 42-500 | 42-600 | ATR 42-400/500/72-212A(PWC PW120) |
| ATR 72-212 A | 72-500 | ATR 42-400/500/72-212A (PWC PW120) |
| ATR 72-212 A | 72-600 | ATR 42-400/500/72-212A (PWC PW120) |
| BAE SYSTEMSBAE SYSTEMS | BAe 146 Series 100BAe 146 Series 200BAe 146 Series 300AVRO 146-RJ70AVRO 146-RJ85AVRO 146-RJ100AVRO 146-RJ115 |  | BAe 146/AVRO 146‑RJ (Honeywell ALF500 Series) |
| HS.748 Series 1HS.748 Series 2HS 748 Series 2AHS 748 Series 2B |  | HS748 (RRD Dart) |
| Jetstream 3100 | Jetstream 31 | Jetstream 31/32 (Honeywell TPE331) |
| Jetstream 3200 | Jetstream 32/32EP | Jetstream 31/32 (Honeywell TPE331) |
| Jetstream 4100 |  | Jetstream 41 (Honeywell TPE331) |
| THE BOEING COMPANYTHE BOEING COMPANYTHE BOEING COMPANY | B707-100 | Long Body | Boeing 707/720 (PW JT3) |
| B707-100B | Long Body | Boeing 707/720 (PW JT3) |
| B707-100B | Short Body | Boeing 707/720 (PW JT3) |
| B707-300B SeriesB707-300C SeriesB720B720B |  | Boeing 707/720 (PW JT3) |
| B717-200 |  | MD-717-200 (RRD BR700-715) |
| B727 SeriesB727-100 SeriesB727C SeriesB727-100C SeriesB727-200 Series |  | Boeing 727 (PW JT8D) |
| B737-100B737-200B737-200C |  | Boeing 737-100/200 (PW JT8D) |
| B737-300B737-400B737-500 |  | Boeing 737-300/400/500 (CFM56) |
| B737-600B737-700B737-800B737-900B737-900ER |  | Boeing 737-600/700/800/900 (CFM56) |
| B747-200BB747-200CB747-200FB747-300 |  | Boeing 747-200/300 (PW JT9D) |
| B747-200BB747-200CB747-200FB747-300 |  | Boeing 747-200/300 (RR RB211) |
| B747-400B747-400DB747-400F/SF/BCF |  | Boeing 747-400 (GE CF6) |
| B747-400B747-400F/SF/BCF |  | Boeing 747-400 (RR RB211) |
| B747SP |  | Boeing 747SP (PW JT9D) |
| B747SP |  | Boeing 747SP (RR RB211) |
| B757-200B757-200PFB757-300 |  | Boeing 757-200/300 (RR RB211) |
| B767-200B767-300 |  | Boeing 767-200/300 (PW 4000) |
| B767-200B767-300 |  | Boeing 767-200/300 (PW JT9D) |
| B767-200B767-300B767-300FB767-400ER |  | Boeing 767‑200/300/400 (GE CF6) |
| B777-200B777-200LRB777-300ER |  | Boeing 777-200/300 (GE 90) |
| B777F | Freighter | Boeing 777-200/300 (GE 90) |
| B787-8 | Dreamliner | Boeing 787 (GEnx-1B) |
| DC3-G102DC3-G102ADC3-G103ADC3-G202A |  | McD DC3 (Wright R1820) Note 2 |
| DC3A-SCGDC3A-SC3GDC3A-S1CGDC3A-S1C3GDC3A-S4C4GDC3C-SC3GDC3C-S1C3G-S4C4GDC3C-R-1830-90CDC3D-R-1830-90C |  | McD DC3 (PW R1830)McD DC3 (PW R1830) |
| DC-4 |  | McD DC4 (PW R2000) |
| BOMBARDIER | CL-215-1A10 |  | Canadair CL-215 (PW R2800) |
| BD-100-1A10 | Challenger 300 | Bombardier BD-100-1A10 (Honeywell AS907) |
| BD-700-1A10 | Global Express | Bombardier BD-700 Series(RRD BR710) |
| BD-700-1A10 | Global 6000 | Bombardier BD-700 Series(RRD BR710) |
| BD-700-1A11 | Global 5000 | Bombardier BD-700 Series(RRD BR710) |
| BD-700-1A11 | Global 5000 GVFD | Bombardier BD-700 Series(RRD BR710) |
| CL-600-1A11 | Challenger 600 | Bombardier CL-600-1A11 (Honeywell ALF502) |
| CL600-2A12(601 Variant) | Challenger 601 | Bombardier CL‑600 ‑2A12/-2B16 (Variant CL 601/601-3A/3R)(GE CF34) |
| CL600-2B16(601-3A Variant) | Challenger 601-3A | Bombardier CL‑600 ‑2A12/-2B16 (Variant CL 601/601-3A/3R)(GE CF34) |
| CL600-2B16(601-3R Variant) | Challenger 601-3R | Bombardier CL‑600 ‑2A12/-2B16 (Variant CL 601/601-3A/3R)(GE CF34) |
| CL600-2B16 (604 Variant) | Challenger 604 (MSN < 5701) | Bombardier CL‑600 ‑2B16 (Variant CL 604) (GE CF34) |
| CL600-2B16 (604 Variant) | Challenger 605 (MSN > 5701) | Bombardier CL‑600 ‑2B16 (Variant CL 604) (GE CF34) |
| CL600-2B19 | Regional Jet Series 100 | Bombardier CL-600-2B19(GE CF34) |
| DHC-8-101DHC-8-102DHC-8-103DHC-8-106 | DHC-8Series 100 | BombardierDHC-8-100/200/300(PWC PW 120) |
| DHC-8-201DHC-8-202 | DHC-8Series 200 | BombardierDHC-8-100/200/300(PWC PW 120) |

| Type Certificate (TC) holder | Aircraft type (aeroplanes) | Commercial designation | Type rating endorsement (aircraft type - engine in brackets) |
| --- | --- | --- | --- |
| BOMBARDIER | DHC-8-301DHC-8-311DHC-8-314DHC-8-315 | DHC-8Series 300 | BombardierDHC-8-100/200/300(PWC PW 120) |
| DHC-8-400DHC-8-401DHC-8-402 | DHC-8Series 400 | Bombardier DHC-8-400 (PWC PW150) |
| CESSNAAIRCRAFTCOMPANYCESSNAAIRCRAFTCOMPANY | 510 |  | Cessna 510 (PWC PW615) |
| 525 | Citation Jet CJ1 | Cessna 525/525A(Williams FJ44) |
| 525A | Citation Jet CJ2 | Cessna 525/525A(Williams FJ44) |
| 525B | Citation Jet CJ3 | Cessna 525B(Williams FJ44) |
| 525C | Citation Jet CJ4 | Cessna 525C (Williams FJ44) |
| 550 | Citation Bravo | Cessna 550/560(PWC PW530/535) |
| 560 | Citation Encore | Cessna 550/560(PWC PW530/535) |
| 560 | Citation Encore+ | Cessna 550/560 (PWC PW530/535) |
| 550 | Citation II  | Cessna 550/560(PWC JT15D) |
| S550 | Citation S/II | Cessna 550/560(PWC JT15D) |
| 560 | Citation V  | Cessna 550/560(PWC JT15D) |
| 560 | Citation Ultra | Cessna 550/560(PWC JT15D) |
| 560 XL | Citation Excel | Cessna 560XL/XLS (PWC PW545) |
| 560 XLS | Citation XLS | Cessna 560XL/XLS (PWC PW545) |
| 560 XLS+ | Citation XLS+ | Cessna 560XL/XLS(PWC PW545) |
| 650 | Citation III – VI | Cessna 650 (Honeywell TFE731) |
| 650 | Citation VII | Cessna 650(Honeywell TFE731) |
| 680 | Sovereign | Cessna 680 (PWC PW306) |
| 750  | Citation X  | Cessna 750(RR Corp AE3007C) |
| DASSAULTAVIATION | Fan Jet FalconSeries CSeries DSeries ESeries F | (Basic) Fan Jet Falcon | Falcon 20 (GE CF700) |
| Mystère Falcon 20-C5Mystère Falcon 20-D5Mystère Falcon 20-E5Mystère Falcon 20-F5 |  | Falcon 20-5(Honeywell TFE731) |
| Fan Jet Falcon Series GMystère Falcon 200Mystère Falcon 20GF |  | Falcon 200(Honeywell ATF 3-6)Falcon 200(Honeywell ATF 3-6) |
| Mystère Falcon 50 | 50 | Falcon 50(Honeywell TFE731) |
| Mystère Falcon 50 | 50EX | Falcon 50EX(Honeywell TFE731) |
| Mystère Falcon 900 | Falcon 900C | Falcon 900C(Honeywell TFE731) |
| Falcon 2000 |  | Falcon 2000 (CFE 738) |
| Falcon 2000EX |  | Falcon 2000 (PWC PW308) |
| Falcon 7X |  | Falcon 7X (PWC PW307A) |
| EADS CASAEADS CASA | C-212-CBC-212-CCC-212-CDC-212-CEC-212-CFC-212-DDC-212-DFC-212-EEC-212-VA | Aviocar | C-212 (Honeywell TPE331) |
| CN-235CN-235-100CN-235-200CN-235-300 |  | CN-235 (GE CT7)CN-235 (GE CT7) |
| EMBRAEREmpresaBrasileira deAeronauticaEMBRAEREmpresaBrasileira deAeronautica | EMB-120EMB-120RTEMB-120ER | Brasilia | Embraer EMB-120(PWC PW110 Series) |
| EMB-135BJ | Legacy 600 | Embraer EMB-135/145(RR Corp AE3007A) |
| EMB-135BJ | Legacy 650 | Embraer EMB-135/145(RR Corp AE3007A) |
| EMB-135EREMB-135LREMB-145EMB-145EREMB-145EUEMB-145EPEMB-145LREMB-145LUEMB-145MPEMB-145MK |  | Embraer EMB-135/145(RR Corp AE3007A) |
| EMB-500 | Phenom 100 | Embraer EMB-500 (PWC PW617) |
| ERJ-170-100 STD | ERJ-170 | Embraer ERJ-170 Series(GE CF34) |
| ERJ 170-100 LR | ERJ-170 | Embraer ERJ-170 Series(GE CF34) |
| ERJ 170-200 STD | ERJ-175 | Embraer ERJ-170 Series(GE CF34) |
| ERJ 170-200 LR | ERJ-175 | Embraer ERJ-170 Series(GE CF34) |
| ERJ 190-100 ECJ | Lineage 1000 | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-100 LR | ERJ-190 | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-100 STD | ERJ-190  | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-100 SR | ERJ-190 | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-200 STD | ERJ-195 | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-100 IGW | ERJ-190 AR | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-200 IGW | ERJ-195 AR | Embraer ERJ-190 Series(GE CF34) |
| ERJ 190-200 LR | ERJ-195 | Embraer ERJ-190 Series(GE CF34) |
| FOKKERServices | F27 Mark 050 | Fokker 50 | Fokker 50/60 Series(PWC PW 125/127) |
| F27 Mark 0502 | Fokker 50 | Fokker 50/60 Series(PWC PW 125/127) |
| F27 Mark 0604 | Fokker 60 | Fokker 50/60 Series(PWC PW 125/127) |
| F28 Mark 1000F28 Mark 1000CF28 Mark 2000F28 Mark 3000 | FellowshipFellowship | Fokker F28 Series(RRD Spey)Fokker F28 Series(RRD Spey) |
| F28 Mark 3000CF28 Mark 3000RF28 Mark 3000RCF28 Mark 4000 | Hawker Siddeley | Fokker F28 Series (RRD Spey) |
| F28 Mark 0070  | Fokker 70 | Fokker 70/100 (RRD Tay) |
| F28 Mark 0100  | Fokker 100 | Fokker 70/100 (RRD Tay) |
| GULFSTREAM AEROSPACE LP(GALP), c/o Israel Aircraft Industries | Gulfstream G150 | Gulfstream G150 | Gulfstream (IAI) G150 (Honeywell TFE731) |
| Gulfstream 200/Galaxy | Galaxy 200 | Gulfstream (IAI) 200/Galaxy (PWC PW306) |
| GULFSTREAMAEROSPACECorporation | GIV (G300) | Gulfstream G300 | Gulfstream G-IV Series (RRD Tay) |
| GIV (G400) | Gulfstream G400 | Gulfstream G-IV Series (RRD Tay) |
| G-IV/GIV-SP | Gulfstream G-IV/GIV-SP | Gulfstream G-IV Series (RRD Tay) |
| GIV-X (G350) | Gulfstream G350 | Gulfstream GIV-X Series (RRD Tay) |
| GIV-X (G450) | Gulfstream G450 | Gulfstream GIV-X Series (RRD Tay) |
| GV | Gulfstream GV | Gulfstream GV basic model (RRD BR710) |
| GV-SP (G500) | Gulfstream G500 | Gulfstream GV-SP Series (RRD BR710) |
| GV-SP (G550) | Gulfstream G550 | Gulfstream GV-SP Series (RRD BR710) |
| HAWKERBEECHCRAFTCorporationHAWKERBEECHCRAFTCorporation | DH.125 Series 1DH.125 Series 3DH.125 Series 400HS.125 Series 3HS.125 Series F3HS.125 Series F400HS.125 Series 600HS.125 Series 700HS.125 Series F600 | Hawker Siddeley | BAe 125/Series 700/800 (Honeywell TFE731) |
|  |
| BH.125 Series 400 BH.125 Series 600 | Beechcraft Hawker | BAe 125/Series 700/800 (Honeywell TFE731) |
| BAe.125 Series 800 |  | BAe 125/Series 700/800 (Honeywell TFE731) |
| Hawker 750 | Hawker 750 | BAe 125/Series 750/800XP/850XP/900XP (Honeywell TFE731) |
| Hawker 800XP | Hawker 800XP | BAe 125/Series 750/800XP/850XP/900XP (Honeywell TFE731) |
| Hawker 850XP | Hawker 850XP | BAe 125/Series 750/800XP/850XP/900XP (Honeywell TFE731) |
| Hawker 900XP | Hawker 900XP | BAe 125/Series 750/800XP/850XP/900XP (Honeywell TFE731) |
| BAe 125 Series Hawker 1000A/BHawker 1000 |  | BAe 125 Series 1000 (PWC PW305) |
| 300300LW | Super King Air | Beech 300 Series(PWC PT6) |
| B300 | Super King Air 350 | Beech 300 Series(PWC PT6) |
| B300C | Super King Air 350 C | Beech 300 Series(PWC PT6) |
| 390 | Premier I, 1A  | Beech 390(Williams FJ44) |
| 400 | Beechjet | Beech 400/Mitsubishi MU‑300 (Williams FJ44) |
| 400 | Beechjet | Beech 400/Mitsubishi MU‑300 (PWC JT15) |
| 400A | Beechjet (Hawker XP) | Beech 400/Mitsubishi MU-300 (PWC JT15) |
| 400T | Beechjet | Beech 400/Mitsubishi MU-300 (PWC JT15) |
| MU-300 | Diamond I/IA | Beech 400/Mitsubishi MU-300 (PWC JT15) |
| MU-300-10 | Diamond II | Beech 400/Mitsubishi MU-300 (PWC JT15) |
| 19001900C1900D | Airliner | Beech 1900 (PWC PT6) |
| ISRAELAIRCRAFTINDUSTRIES | IAI 1124IAI 1124A | Westwind | IAI 1124(Honeywell TFE731) |
| KELOWNA (Convair) | 240340440 |  | Convair 240/340/440 (PW R2800) |
| 580 |  | Convair 580(RR Corp 501) |
| LEARJET | 31/31A |  | Learjet 31(Honeywell TFE731) |
| 35/35A36/36A |  | Learjet 35/36(Honeywell TFE731) |
| Learjet 40 | LJ40 or LJ40XR | Learjet Model 45(Honeywell TFE731) |
| Learjet 45 | LJ45 or LJ45XR | Learjet Model 45(Honeywell TFE731) |
| Learjet 60  | LJ60 or LJ60XR | Learjet 60 (PWC PW305) |
| M7 AEROSPACE  | SA226-TSA226-TCSA226-ATSA226-T(B) |  | Fairchild SA226 Series(Honeywell TPE331) |
| SA227-ATSA227-TTSA227-CCSA227-DC |  | Fairchild 227 Series(Honeywell TPE331) |
| SA227-AC | Swearingen  |
| SA227-BC | Metro |  |
| SAAB AB, SAAB Aerosystems | 340A(SF340A)340B | Saab-Fairchild 340A | Saab (SF) 340 (GE CT7) |
| SOCOTA | G73 |  | Grumman G73 (PT6) |
| SHORT BROTHERS | SD3-30SD3-60SD3-SHERPASD3-60 SHERPA | Variant 200 | Shorts SD3 Series-30/SD3-60 (PWC PT6)Shorts SD3 Series-30/SD3-60 (PWC PT6) |
| NA | Various |  | Small or non-rated aircraft (Avco Lycoming T53) Note 1 |
| NA | Various |  | Small or non-rated aircraft (Bristol Centaurus) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Bristol Siddeley Viper B/S) Note 1 |
| NA | Various |  | Small or non-rated aircraft(De Havilland Goblin 35) Note 1 |
| NA | Various |  | Small/non rated aircraft(Gen Electric J85‑GE‑17A) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Honeywell TPE331) Note 1 |
| NA | Various |  | Small or non-rated aircraft(PWC PT6) Note 1 |
| NA | Various |  | Small or non-rated aircraft(PWC JT15D) Note 1 |
| NA | Various |  | Small or non-rated aircraft(PW R1830/R2000) Note 1 |
| NA | Various |  | Small or non-rated aircraft(PW R2800) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Rolls Royce Avon) Note 1 |
| NA | Various |  | Small or non-rated aircraft (Rolls Royce/Packard Merlin)Note 1 |
| NA | Various | Allison 250 | Small or non-rated aircraft(RR Corp 250) Note 1  |
| NA | Various |  | Small or non-rated aircraft (Williams FJ44) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Wright R1820) Note 1, Note 2 |
| NA | Various |  | Small or non-rated aircraft(WSK PZL (Kalisz) Asz 62IR-M18) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Wright R2600) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Wright R3350) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Walter M601) Note 1, Note 3 |
| *Note 1***This is a rule.** For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 1” (the **endorsement**) has no applicability to Category B2 and Category C. However, an aircraft engineer licence in Category B1.1 or B1.2 (as relevant) must be endorsed with the endorsement before the holder may perform maintenance certifications for the engine of the aircraft.*Note 2****This is a rule.***For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is identified by the label “Note 2” also applies for all engine derivatives manufactured as part of the Wright 1820 Series e.g. Wright PZL M-18 and Lycoming Variants.*Note 3***This is a rule.** For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 3” (that is the Walter M601 engine rating) also applies for the M601H-80 engine now designated by the manufacturer as the [GE Aviation Czech H80](http://en.wikipedia.org/wiki/GE_Aviation_Czech_H80). |

Table 2

*Note*These are aircraft for which an AMO may select or control type training (theory and practical) for AMO 6 month authorisation and subsequent CASA issue of individual type rating.

Part 1 — Aeroplanes eligible for AMO controlled or delivered type training

*Note*Aeroplanes in this table were previously covered by regulation 31 of the Civil Aviation Regulations 1988 lower group ratings or are considered eligible for AMO selected manufacturer training.

| TC holder | Aircraft type (aeroplanes) | Commercial designation | Type rating endorsement (aircraft type – engine in brackets) |
| --- | --- | --- | --- |
| BAE SYSTEMS | Jetstream 3100 | Jetstream 31 | Jetstream 31/32(Honeywell TPE331) Note 1 |
| Jetstream 3200 | Jetstream 32/32EP | Jetstream 31/32(Honeywell TPE331) Note 1 |
| HAWKER BEECHCRAFT Corporation | 300300LW | Super King Air | Beech 300 Series (PWC PT6) Note 1 |
| B300 | Super King Air 350 | Beech 300 Series (PWC PT6) Note 1 |
| B300C | Super King Air 350 C | Beech 300 Series (PWC PT6) Note 1 |
| 19001900C1900D | Airliner | Beech 1900 (PWC PT6) Note 1 |
| M7 AEROSPACE  | SA226-TSA226-TCSA226-ATSA226-T(B) |  | Fairchild SA226 Series (Honeywell TPE331) Note 1 |
| SA227-ATSA227-TTSA227-CCSA227-DC |  | Fairchild 227 Series(Honeywell TPE331) Note 1 |
| SA227-ACSA227-BC | Swearingen Metro | Fairchild 227 Series(Honeywell TPE331) Note 1 |
| THE BOEING COMPANYTHE BOEING COMPANY | DC3-G102DC3-G102ADC3-G103ADC3-G202A |  | McD DC3(Wright R1820) |
| DC3A-SCGDC3A-SC3GDC3A-S1CGDC3A-S1C3GDC3A-S4C4GDC3C-SC3GDC3C-S1C3G –S4C4GDC3C-R-1830-90CDC3D-R-1830-90C |  | McD DC3(PW R1830)McD DC3(PW R1830) |
| DC-4 |  | McD DC4 (PW R2000) |
| PILATUS AIRCRAFT | PC-12PC-12/45PC-12/47PC-12/47E |  | Pilatus PC-12 (PWC PT6) Note 1 |
| SOCOTA | G73 |  | Grumman G73 (PWC PT6) Note 1 |
| *Note 1***This is a rule.**For an aircraft type mentioned in a cell in a row of column 2, the engine type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 1” requires CASA approved type training. |

Table 2

*Note*These are aircraft for which an AMO may select or control type training (theory and practical) for AMO 6 month authorisation and subsequent CASA issue of individual type rating.

Part 2

*Note*Helicopters in this table were previously covered by regulation 31 of the *Civil Aviation Regulations 1988* lower group ratings or are considered eligible for AMO selected manufacturer training. An AMO may provide B1, or B2, or B1 and B2, aircraft type training for the listed helicopters (but only as annotated in the table).

| TC holder | Aircraft type (aeroplanes) | Commercial designation | Type rating endorsement (aircraft type – engine in brackets) |
| --- | --- | --- | --- |
| BELL HELICOPTER TEXTRON Inc. | 222SP  |  | Bell 222(RR Corp 250) Note 1, Note 2 |
| 222222B222U |  | Bell 222(Honeywell LTS 101) Note 1, Note 2 |
| BELL HELICOPTERCANADA | 230 | Executive/Utility/EMS | Bell 230(RR Corp 250) Note 1, Note 2 |
| 427 |  | Bell 427(PWC PW207D) Note 2 |
| BELL HELICOPTERTEXTRON Inc. | 430 |  | Bell 430(RR Corp 250) Note 1 Note 2 |
| EUROCOPTERDEUTSCHLAND GMBH | BO 105 ABO 105 C/CBS-4/‑5BO 105 D/DBBO 105 DB-4BO 105 DBS SeriesBO 105 LSA-1/A-3BO 105 S |  | BO 105 Series(RR Corp 250) Note 3 |
| EC 135 P1 SeriesEC 135 P2 SeriesEC 635 P2+ |  | Eurocopter EC 135(PWC PW206) Note 3 |
| EC 135 T1 SeriesEC 135 T2 SeriesEC 635 T1EC 635 T2 Series |  | Eurocopter EC 135 (Turbomeca Arrius 2B) Note 3 |
| EUROCOPTERDEUTSCHLAND GMBHAND KAWASAKI HEAVY INDUSTRIES | MBB-BK117 A SeriesMBB-BK 117B Series |  | Eurocopter MBB-BK 117 A/B(Honeywell LTS 101) Note 3 |
| MBB-BK 117 C1 |  | Eurocopter MBB-BK 117 C1 (Turbomeca Arriel 1) Note 3 |
| MBB-BK 117 C2 | EC145 | Eurocopter MBB-BK 117 C2 (Turbomeca Arriel 1) Note 3 |
| MD HELICOPTERS Inc. | MD900 |  | MD Helicopters MD900(PWC PW206/207) Note 3 |
| SIKORSKY AIRCRAFT | S-58 BT to JT |  | Sikorsky S-58 (PWC PT6T) Note 3 |
| *Note 1***This is a rule.**For an aircraft type mentioned in a cell in a row of column 2, the engine type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 1” requires CASA approved type training.*Note 2***This is a rule.**For an aircraft type mentioned in a cell in a row of column 2, B2 training for the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 2”, may only be provided by an AMO that is approved in writing by CASA to provide the training.*Note 3***This is a rule.**For an aircraft type mentioned in a cell in a row of column 2, B1 training, or B2 training, or B1 and B2 training, for the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 3”, may only be provided or arranged by an AMO that is approved in writing by CASA to provide, or arrange, the training. |

Table 3

*Note*These are large turbine-powered aircraft excluded from Part 66 of CASR 1998 type rating and, therefore, eligible to have the engines maintained by a B1.1 category holder with the small or non-rated aircraft (engine) rating. B2 category holder may maintain these aircraft without a type rating endorsement.

|  |  |  |  |
| --- | --- | --- | --- |
| TC holder | Aircraft type (aeroplanes) | Commercial designation | Type rating endorsement (aircraft type – engine in brackets) |
| Air Tractor | 400500800 | Air Tractor | Small/non-rated Aircraft(PWC PT6) Note 1 |
| (DORNIER) RUAG Aerospace | 228-100 Series228-200 Series |  | Small/non-rated Aircraft(Honeywell TPE331) Note 1 |
| De Havilland Canada  | DHC – 4 | Caribou  | Small/non rated Aircraft (PWC PT6) Note 1 |
| *Note 1***This is a rule.** For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 1” (***the endorsement***) has no applicability to Category B2 and Category C. However, an aircraft engineer licence in Category B1.1 or B1.2 (as relevant) must be endorsed with the endorsement before the holder may perform maintenance certifications for the engine of the aircraft. |

Table 4

*Note*These are piston-powered aircraft excluded from Part 66 of CASR 1998 type rating and, therefore, eligible to have the engines maintained by a B1.2 category holder with the small or non-rated aircraft (engine) rating. B2 category holder may maintain these aircraft without a rating endorsement.

|  |  |  |  |
| --- | --- | --- | --- |
| TC holder | Aircraft type (aeroplanes) | Commercial designation | Type rating endorsement (aircraft type – engine in brackets) |
| Consolidated Aeronautics Inc.  | PBY-6 | Catalina  | Small or non-rated aircraft (PW R1830) Note 1 |
| Lockheed Aviation Corp | 414-MKIII | Hudson | Small or non-rated aircraft (Wright R1820) Note 1 |
| Grumman | G-111 | Albatross | Small or non-rated aircraft (Wright R1820) Note 1 |
| Lockheed Aviation Corp | C-121C | Super Constellation | Small or non-rated aircraft (Wright R3350) Note 1 |
| Scottish Aviation  | Pioneer | Twin Pioneer Ser 3 | Small or non-rated aircraft (Leonides 531) Note 1 |
| *Note 1***This is a rule.** For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 1” (***the endorsement***) has no applicability to Category B2 and Category C. However, an aircraft engineer licence in Category B1.1 or B1.2 (as relevant) must be endorsed with the endorsement before the holder may perform maintenance certifications for the engine of the aircraft. |

Table 5

*Note*These are multi-engine helicopters (turbine powered) requiring type training and individual type rating and turbines that can be fitted to those helicopters. The small or non-rated aircraft ratings (engine ratings) are applicable to non-rated multi-engined and single engined helicopters (turbine powered).

**See paragraph 66.A.1 (e) for the meaning of “Various” in column 2.**

| TC holder | Aircraft type (helicopters) | Commercial designation | Type rating endorsement (aircraft type – engine in brackets) |
| --- | --- | --- | --- |
| AGUSTAWESTLAND | A109EA109NA109SAW109SP |  | Agusta A109 Series(PWC PW206/207) |
| A109A109AA109AIIA109C |  | Agusta A109 Series(RR Corp 250) |
| A109K2 |  | Agusta A109(Turbomeca Arriel 1) |
| A109EA109LUH |  | Agusta A109 Series(Turbomeca Arrius 2) |
| AB139AW139 |  | Agusta AB139/AW139 (PWC PT6) |
| AB 212 |  | Bell 212/Agusta AB212(PWC PT6) |
| BELL HELICOPTER TEXTRON Inc. | 212 |  |
| 214ST |  | Bell 214ST(GE CT7) |
| 412412EP412CF |  | Bell 412/Agusta AB412 (PWC PT6) |
| AGUSTA | AB412AB412 EP |  | Bell 412/Agusta AB412(PWC PT6) |
| BELL HELICOPTER CANADABELL HELICOPTER CANADA | 222SP |  | Bell 222 (RR Corp 250) |
| 222222B222U |  | Bell 222 (Honeywell LTS 101) |
| 230 | Executive/Utility/EMS | Bell 230(RR Corp 250) |
| 427 |  | Bell 427(PWC PW207D) |
| 429 |  | Bell 429(PWC PW207D) |
| 430  |  | Bell 430(RR Corp 250) |
| EUROCOPTER | SA330 FSA330 GSA330 J |  | Eurocopter SA 330(Turbomeca Turmo) |
| AS332 CAS332 LAS332 C1AS332 L1 |  | Eurocopter AS 332(Turbomeca Makila 1A/1A1) |
| AS355 EAS355 FAS355 F1AS355 F2 |  | Eurocopter AS 355(RR Corp 250) |
| AS355 NAS355 NP |  | Eurocopter AS 355(Turbomeca Arrius 1) |
| SA 365 NSA 365 N1AS 365 N2 | Dauphin | Eurocopter SA 365 N/N1, AS 365 N2(Turbomeca Arriel 1) |
| AS 365 N3 | Dauphin | Eurocopter AS 365 N3(Turbomeca Arriel 2C) |
| EC 225 LP |  | Eurocopter EC 225(Turbomeca Makila 2A) |
| EUROCOPTERDEUTSCHLAND GMBHEUROCOPTER DEUTSCHLAND GMBH | BO 105 ABO 105 C/CBS-4/-5BO 105 D/DBBO 105 DB-4BO 105 DBS SeriesBO 105 LSA-1/A-3BO 105 S |  | BO 105 Series(RR Corp 250)BO 105 Series(RR Corp 250) |
| EC 135 P1 SeriesEC 135 P2 SeriesEC 635 P2+ |  | Eurocopter EC 135(PWC PW206) |
| EC 135 T1 SeriesEC 135 T2 SeriesEC 635 T1EC 635 T2 Series |  | Eurocopter EC 135(Turbomeca Arrius 2B) |
| EUROCOPTER DEUTSCHLAND GMBH AND KAWASAKI HEAVY INDUSTRIES | MBB-BK 117 A SeriesMBB-BK 117 B Series |  | Eurocopter MBB-BK 117 A/B(Honeywell LTS 101) |
| MBB-BK 117 C1 |  | Eurocopter MBB-BK 117 C1(Turbomeca Arriel 1) Note 2 |
| MBB-BK 117 C2  | EC145 | Eurocopter MBB-BK 117 C2(Turbomeca Arriel 1) Note 2 |
| MD HELICOPTERS Inc. | MD900 |  | MD Helicopters MD900(PWC PW206/207) |
| SIKORSKY AIRCRAFT | S-58 BT to JT |  | Sikorsky S-58(PWC PT6T) |
| AGUSTA | AS61NAS61NI |  | Agusta AS61N/Sikorsky S-61N (GE CT58) |
| SIKORSKY AIRCRAFTSIKORSKY AIRCRAFT | S-61NS-61NM |  | Agusta AS61N/SikorskyS-61N (GE CT58) |
| S-76A  |  | Sikorsky S-76A(RR Corp 250) |
| S-76A | S-76A+ | Sikorsky S-76A(Turbomeca Arriel 1) |
| S-76A | S-76A++ | Sikorsky S-76A(Turbomeca Arriel 1) |
| S-76B  | S-76B | Sikorsky S-76B(PWC PT6) |
| S-76C |  | Sikorsky S-76C (Turbomeca Arriel 1) |
| S-76C | S-76C+ | Sikorsky S-76C(Turbomeca Arriel 2) |
| S-76C | S-76C++ | Sikorsky S-76C (Turbomeca Arriel 2) |
| S-92A |  | Sikorsky S-92A(GE CT7-8) |
| NA | Various |  | Small or non-rated aircraft(Avco Lycoming T53) Note 1 |
| NA | Various |  | Small or non-rated aircraft (GE CT58) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Honeywell TPE331) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Honeywell LTS 101) Note 1 |
| NA | Various |  | Small or non-rated aircraft(Lycoming T5508) Note 1 |
| NA | Various |  | Small or non-rated aircraft (PWC PT6) Note 1 |
| NA | Various | Allison 250 | Small or non-rated aircraft (RR Corp 250) Note 1, Note 3 |
| NA | Various |  | Small or non-rated aircraft (Turbomeca Arrius) Note 1 |
| NA | Various |  | Small or non-rated aircraft (Turbomeca Arriel) Note 1 |
| NA | Various |  | Small or non-rated aircraft (Turbomeca Artouste) Note 1 |
| NA | Various |  | Small or non-rated aircraft (Turbomeca Astazou) Note 1 |
| *Note 1***This is a rule.** For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 1” (***the endorsement***) has no applicability to Category B2 and Category C. However, an aircraft engineer licence in Category B1.3 must be endorsed with the endorsement before the holder may perform maintenance certifications for the engine of the aircraft.*Note 2***This is a rule.**For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 2” (that is the Eurocopter MBB-BK117 engine ratings) also applies for Kawasaki BKK117 helicopter models with the same engine as the Eurocopter MBB-BK117 model.*Note 3***This is a rule.**For an aircraft type mentioned in a cell in a row of column 2, the type rating endorsement mentioned in a cell in the same row in column 4 that is annotated “Note 3” (that is the RR Corp 250 engine rating) also applies for the RR250-C300/A1 engine, sometimes referred to as the RR300.  |