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Comment Response Tool

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Title	Appendix 1 Aircraft type ratings for Part-66 aircraft maintenance licence
NPA Number	NPA 2011-07

UK CAA (European.Affairs@caa.co.uk) has placed **3** unique comments on this NPA:

Cmt	Segment description	Pag	Comment	Attachm
12	(General Comments)	0	**Page No:** Whole Document **Comment:** The format of the type rating list does not reflect the requirements of the amendment to Part-66.A.5. **Justification:** Included in Part-66.A.5 (1) is the requirement for Agency to define aircraft type ratings to be included in “Group 1”. **Proposed Text:** The entire type list should be reformatted from the 13 sections of the current document to reflect the three groups defined in Part-66.A.5.	
13	(General Comments)	0	**Page No:** Entire document (General comment) **Comment:** The rationale used to separate the ERJ 170 and ERJ 190 (different TCDS for Engine) highlights inadequacies in this system. The difference between the two engines is minimal when compared with the large differences between B737-600 to B737-900 but these latter two are judged to be a type series. **Justification:** Inequalities across system.	
14	B. Draft Decision - Appendix 1 Aircraft type ratings for Part-66 aircraft maintenance licence - 10. Aeroplane single piston engine – composite structure (ASPE-CS), eligible for type examinations and group ratings	50	**Page No:** 50 **Paragraph No:** Group 10 **Comment:** Add ‘Sbach Xtreme 342 (Lycoming)’. **Justification:** New aircraft type certified by EASA March 2011. **Proposed Text:** ‘Sbach Xtreme 342 (Lycoming)’.	

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