



21 January 2026

MAA/RN/2026/01 – Maintainer Licences in Defence Aviation

References:

- A. EMAR 66.
- B. EMAR 147.

Scope

The reassessment of the Military Aviation Authority's position on incorporating European Military Airworthiness Requirements (EMAR) 66 and 147 into the MAA Regulatory Publications (MRP).

Implementation

This RN is effective immediately and will be cancelled after review of relevant MRP elements.

Background / Introduction

In 2020, the MAA conducted a second review¹ of introducing maintainer licences within the UK Defence Air Environment (DAE), following an initial review in 2015. Licences would require incorporating EMAR 66 and 147 into the MRP, aligning Air Engineer (AE) training to European standards.

Analysis of UK defence and global Air Safety data found no evidence that EMAR 66 / 147 would significantly reduce Risk to Life or improve Air Safety. Existing AE training was deemed fit-for-purpose, and alignment was not considered cost-effective. However, actions were identified:

- Monitor aviation Maintenance training Regulations and developments.
- Periodically review civil Air Safety data to compare with DAE trends and enhance Assurance.
- Track front-line initiatives for Civil Aviation Authority (CAA) recognition of AE training to maintain compliance and identify opportunities for improvement.

These reviews reflected the MAA's commitment to consult the Regulated Community and ensure Regulation remains targeted, proportionate, and beneficial to Air Safety.

In 2020, the Army Chief Air Engineer engaged with the CAA to explore accreditation of technician training, enabling Royal Electrical and Mechanical Engineers (REME) technicians to earn credits toward a CAA Part 66 licence without adopting a licenced engineer model. The MAA committed to monitoring this initiative².

¹ [Evaluating the benefit of licencing military aircraft engineers](#).

² In parallel, Air Command had instigated a separate review into future licensing of aviation technicians.



Re-evaluation of MAA Position

Since then, the global context has shifted. The 2025 Strategic Defence Review³

prioritises seamless interoperability between NATO partners, which is supported by Aircraft Cross Servicing and Aircraft Cross Maintenance. With many NATO partners already aligned to or issuing EMAR 66 licences, training UK AEs to accredited Part 147 standards, even without licences, facilitates reciprocal relationships.

On 13 June 2025, the British Army and CAA signed a Memorandum of Understanding to adopt a UK CAA Part 147 training system, creating an **accredited pathway** for REME engineers towards a Part 66 licence. This initiative recognises the AE's skills, training, experience and professionalism and supports the mantra of 'train well, serve well, and leave well'. A Steering Group (RN, Army, RAF, CAA, RAeS) led by Director Support Air Command is exploring expansion of accredited pathways across the Services over the next 12–24 months, considering current, future and retrospective training accreditation.

The original rationale for not adopting EMAR 66 / 147 remains valid, and there **remains no intent** to align the UK MRP to EMAR. However, the MAA supports initiatives that enhance professional development, retention, and interoperability; collaborating with the Services and the CAA in this area.

Furthermore, it should be noted that, whilst the Services aim to accredit AE training and relevant experience with EMAR 66 / 147, the Services do not intend to adopt a licenced engineer operating model, preserving operational agility by determining competence internally at front-line commands.

Queries

Any observations or requests for further guidance on the content of this RN should be submitted by email to DSA-MAA-MRPEnquiries@mod.gov.uk

MAA Head Regulation and Certification

³ [Strategic Defence Review 2025 – Making Britain Safer: secure at home, strong abroad](#), p.41.



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