

SECTION I

BCAR

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11 GENERAL INFORMATION

From 28 September 2006 BCAR licences ceased to be issued, unless specifically requested for the certification of aircraft listed in Annex II of EC Regulation 1592/2002. A Part-66 licence will be issued instead, with the appropriate limitations. Please refer to Section B and the appendices to determine the appropriate limitations.

As of 28 September 2008 a Part-66 licence will be required for the certification of all aircraft regulated by EASA, therefore, any BCAR Section L licence used for aircraft other than Annex II (mentioned above) will be converted to a Part-66 licence on application.

Note 1: BCAR applicants who have not completed the qualifications for licence issue must qualify for Part-66 licence issue by completion of the requisite Part-66 exam modules. However, BCAR module 13 (Human Performance) will exempt applicants in Part-66 module 9 (Human Factors) and post issue 15 BCAR module 7 (Fixed and Variable Pitch Propellers) will exempt applicants in Part-66 module 17 (Propeller). No other modules have been assessed as equivalent. All other modules must be taken to the Part-66 exam standards.

Note 2: For BCAR applicants currently awaiting oral boards or completing an approved course, the current BCAR rules will continue. However, should the applicant fail an oral board, the provisions of BCAR Section L 5.2.1 will apply.

11.1 EASA Introduction Timetable

The EASA introduction timetable has been revised due to recent amendments and is provided at Appendix A to this Section. Any further updates to this table will be made available on our web site.

12 CONVERSION OF BCAR SECTION L LICENCE TO A PART-66 BASIC LICENCE

Please refer to Section B for information on conversion of protected rights and the conversion process.

Aircraft categorised as Commission Regulation (EC) 1592/2002 'Annex II aircraft' will eventually be endorsed under National Privileges on the Part-66 licence. For further information relating to National Privileges, please refer to sub-section 14.

13 VALIDITY OF LICENCES AND LICENCE RENEWAL

In accordance with Commission Regulation (EC) No. 2042/2003, Article 7, from 28 September 2006, the

CAA no longer issue new National BCAR Section L licences, except for those aircraft listed within Annex II. Further information can be found in Section B.

BCAR Section L licences will be renewed for a period of 2 years, however, as of 28 September 2008, this licence cannot be used to certify aircraft not classified as Annex II. Post 28 September 2008 and where a BCAR Section L Licence is retained for certification of Annex II aircraft, the validity of the licence will revert to 5 years to align with the Part-66 licence.

Note 1: You must have a Part-66 licence in order to continue to certify under Part-145 or Part-M from 28 September 2008.

Note 2: If applying for the conversion of a BCAR licence to a Part-66 licence within one month of the date of renewal of the BCAR licence, applicants may be eligible for a deduction from the conversion fee.

Whilst the renewal of a licence is the responsibility of the licence holder, the Personnel Licensing Department of the CAA will endeavour to send a renewal reminder. It is therefore important to keep the Authority informed of any changes of address.

A quick reference to renewal requirements may be found in Appendix B to this Section.

14 NATIONAL PRIVILEGES

Certain aircraft do not fall under EASA regulations and therefore remain subject to National Legislation. These aircraft are referred to as 'Annex II aircraft' due to Article 4 of EC Regulation 1592/2002 excluding aircraft within Annex II.

Annex II aircraft are typically of historical relevance, experimental or scientific aircraft, amateur built aircraft, military purpose built aircraft, light aircraft not exceeding 35 knots calibrated air speed (microlights), gliders, unmanned aircraft and any other aircraft with a total mass without pilot of less than 70kg.

An Annex to the Part-66 licence (EASA Form 26) provides for National Privileges outside the scope of the licence, in accordance with the Civil Aviation Act 1982 and the ANO. These privileges are valid only within the United Kingdom, however, the basic categories and type ratings will follow the same format as Part-66. The privileges will be restricted in accordance with the Limitations shown in Section B12.

15 THE FUTURE OF BCAR SECTION L LICENCE

CAP 468 British Civil Airworthiness Requirements (BCAR) – Section L Licensing – Aircraft Maintenance Engineers, is currently being amended. The privileges conferred by the licence, accompanied by any necessary authorisation documents, remain subject to Airworthiness Notices 3 and 10, until such time as BCAR licence holders are required to hold a Part-66 licence.

It is envisaged that Airships will remain under BCAR Section L licensing requirements.

The amended CAP468 will state the requirements for the annex element of EASA Form 26 as mentioned in Section 14.

16 MAKING YOUR APPLICATION FOR THE GRANT, EXTENSION OR RENEWAL OF A BCAR LICENCE

Form AD300 should be used in respect of all LWTR BCAR initial issue and extension. In addition form AD301 is used in respect of records of experience and for the grant of a type rating. For the renewal of a licence form AD302 should be submitted with the current renewal fee. Supporting documents, as below, will not be required in respect of renewal application.

Current forms may be downloaded from our web site (www.srg.caa.co.uk).

Note: Please note that it is the responsibility of the Engineer to ensure that his or her licence is valid for use.

16.1 Supporting Documents

The supporting information required in addition to form AD300 is as follows:

Approved Basic Course Applicants – documentary evidence of satisfactory course completion.

Certified ‘true copies’ of your passport – this copy should be signed either by the Part-147 Training Manager, the Quality Department or a senior Management person with your current employer.

Licence Issue/Renewal Fee – refer to the current Scheme of Charges contained on our web site (www.srg.caa.co.uk).

Note: Having clear concise supporting data will enable us to issue licences more effectively and with less risk of errors or rejections. The CAA will not contact the applicant for clarification of details on applications and therefore it is most important to have the correct information before applying.

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APPENDICES TO SECTION I

- ◆ **Appendix A** **Introduction Timetable**
- ◆ **Appendix B** **Quick Reference Renewal Requirements**

APPENDIX A **INTRODUCTION TIMETABLE**

Date	Item	Revision
01 Jun 04	No new applicants for B & D licences accepted	New exam applicants for A, B, C & D licences will be accepted until further notice for Annex II aircraft only
01 Nov 05	BCAR written exams withdrawn	No new applicants accepted for BCAR exams (except that above). Existing licence holders may apply to take exams to extend their licence privileges, however, their BCAR licence will be extended and converted to a Part-66 licence in one transaction (see Note 1) . On conversion BCAR Section L licence may be retained, where required, for Annex II aircraft.
01 Nov 05	BCAR oral exams withdrawn	Orals may still be taken by current applicants for the purpose of licence issue. As of 28/09/06 BCAR licences will no longer be issued (unless specifically requested for certification of Annex II aircraft), however a Part-66 licence will be issued (with appropriate limitations) instead (see Note 2). Type rating orals continue.
28 Sept 06	BCAR Section L renewals cease, conversion to Part-66 mandatory.	As of 28/09/08 a Part-66 licence will be required for the certification of all aircraft regulated by EASA. After this date a BCAR Section L licence or its equivalent will be required for aircraft that fall under EC Regulation 1592/2002 Annex II. Any BCAR Section L licence used for aircraft other than Annex II will be converted to a Part-66 application.

Please note that these dates are subject to change. Any changes will be promulgated via our web site.

Note 1: BCAR applications for issue, renewal or extension will need to be accompanied by Form 19 'Part-66 Aircraft Maintenance Engineer's Licence Initial/Variation - Application'. The two licensing actions will be completed in one transaction.

Note 2: For BCAR applicants who have not completed the qualifications for licence issue, qualification for Part-66 licence issue must be achieved by completion of the requisite Part-66 exam modules. BCAR module 13 (Human Performance) will exempt applicants in Part-66 module 9 (Human Factors) and post issue 15 BCAR module 7 (Fixed and Variable Pitch Propellers) will exempt applicants in Part-66 module 17 (Propeller). No other modules have been assessed as equivalent. All other modules **must** be taken to the Part-66 standards.

APPENDIX B QUICK REFERENCE RENEWAL REQUIREMENTS**LICENCE RENEWAL WITHIN VALIDITY OF LICENCE*******RECOMMEND CONVERSION TO PART-66*****

- 6 months experience of maintenance on operational aircraft within the last 24 months at time of application.
- Paid the correct fee
- **A licence may be renewed up to 60 days prior to its expiry date.**

LICENCE RENEWAL WITHIN 24 MONTHS EXPIRY OF LICENCE*****RECOMMEND CONVERSION TO PART-66*****

- 6 months experience of maintenance on operational aircraft within the last 24 months at time of application.
- Paid the correct fee

LICENCE RENEWAL EXPIRED OVER 24 MONTHS BUT WITHIN 4 YEARS

- Must qualify for a Part-66 licence.
- 'Protected Rights' will apply based upon LWTR's held. The appropriate conversion examinations and experience requirements must be completed. Part-66 multiple-choice papers 9 (Human Factors) and 10 (Aviation Legislation) will need to be passed in addition to that above.

LICENCE RENEWAL EXPIRED OVER 4 YEARS

- Must qualify afresh under the full requirements of Part-66.

REQUIRED FORMS AND DOCUMENTS

- AD 302 (for UK National).
- Form 19 (for conversion) and appropriate supporting documentation.

Note: Applications for renewal of BCAR licence for aircraft above 5700 kg will only be accepted when accompanied by Form 19 (SRG\1014) for conversion to Part-66.

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