

# SECTION A

## GENERAL INFORMATION

- ◆ A1 Introduction
- ◆ A2 Commission Regulation (EC) No. 2042/2003
- ◆ A3 Transition to EASA
- ◆ A4 Requirement to hold a Licence under Part-66
- ◆ A5 How to be an Aircraft Maintenance Engineer under Part-66
- ◆ A6 Medical
- ◆ A7 Non-EASA Aircraft Engineers
- ◆ A8 Acceptance of other EASA Competent Authority's Training and Testing
- ◆ A9 Part-66 Certification Privileges
- ◆ A10 Validity Periods and Renewal of Licences
- ◆ A11 Protected Rights
- ◆ A12 Grandfather Rights
- ◆ A13 Conversion of several Licences or Unlicensed Non-UK Authorisation Privileges to a Part-66 Licence (JAA Form 27)
- ◆ A14 Aircraft Maintenance Logbook
- ◆ A15 The Logbook Assessor
- ◆ A16 The New Part-66 Application Forms & Guidance Docs.
- ◆ A17 Administrative Procedures
  
- ◆ Appendix A List of Application Forms
- ◆ Appendix B New Part-66 Application Forms & Guidance Documents
- ◆ Appendix C Easy-to-follow Fees List
- ◆ Appendix D Part-66 Limitations Index

## A1 INTRODUCTION

---

The UK Civil Aviation Authority (CAA) shall be the Competent Authority of the United Kingdom for the purposes of Commission Regulation (EC) No. 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (EASA).

The CAA shall be the competent authority of the United Kingdom for the purposes of Commission Regulation (EC) No. 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances and on the approval of organisations and personnel involved in these tasks.

The Civil Aviation Authority (CAA) is empowered by the Air Navigation Order (ANO) in respect of non-EASA aircraft to grant United Kingdom (UK) Aircraft Maintenance Engineer Licences and associated ratings, where it is satisfied that the applicant is a fit person to hold the licence or rating concerned and is appropriately qualified to act in the capacity to which it relates.

This guidance document explains the privileges of and the requirements for aircraft maintenance licences and ratings together with the administrative procedures for the application and processing of the same. It also explains the conversion process of protected rights that may apply to licence holders converting from a British Civil Airworthiness Requirements (BCAR) Section L Licence to a Part-66 Licence.

**Note 1: Where Part-66 licence holders are referred to throughout this document, it also refers to JAR-66 licence holders, who have not yet had their licences issued in the new EU style licence. A JAR-66 AML is deemed compliant with the requirements of a Part-66 licence.**

## A2 COMMISSION REGULATION (EC) NO. 2042/2003

---

The introduction of Commission Regulation (EC) No. 2042/2003 means changes are being made to the arrangements under the JAA system. Since 2002 the JAA has participated in the migration of regulatory activity from JAA to EASA by developing, in consultation with the Commission, a transition plan focused on regulatory aspects.

The EASA Implementing Rules, will replace JAR's within the United Kingdom and with certain exceptions, BCAR's.

The Annexes attached to Commission Regulation (EC) No.2042/2003 are as follows:

Annex I	Part-M	continuing airworthiness requirements
Annex II	Part-145	approval of maintenance organisations – commercial air transport and large aircraft
Annex III	Part-66	certifying staff – aircraft maintenance licence
Annex IIII	Part-147	maintenance training organisation requirements

## A3 TRANSITION TO EASA

---

A JAR-66 licence will not need to be converted to a Part-66 licence as it is deemed acceptable in accordance with the new regulations. A Part-66 licence will automatically be issued when making an application that involves a JAR-66 licence being amended.

EASA Part-66 and Part-147 became effective on 29 November 2003 with the provision of a transitional period for both heavy and light aircraft. EASA has also allowed National Aviation Authorities certain derogations from entry into force of the EASA requirements; however, conversion to a Part-66 licence will be compulsory by the specified dates below.

- For certification of aircraft above 5700kg 28 September 2006
- For certification of aircraft 5700kg or below 28 September 2008

JAR-66 licence privileges can be converted directly to a Part-66 licence without the need for additional requirements. This includes JAR-66 licences with limitations unless the applicant wishes to remove these limitations at the time of conversion, which will require further examination and experience requirements.

Further information is available on our web site [www.caa.co.uk/srg/licensing](http://www.caa.co.uk/srg/licensing) and by Airworthiness Notices. The EASA web site may also be of interest [www.easa.eu.int](http://www.easa.eu.int).

## A4 REQUIREMENT TO HOLD A LICENCE UNDER PART-66

---

In order to be granted authorisation to issue certificates of release to service a person must hold a valid licence issued in accordance with Part-66 by the specified dates given in sub section A3. The minimum age to hold a Part-66 licence is 18 years. In order to certify, the minimum age is 21.

A5 **HOW TO BE AN AIRCRAFT MAINTENANCE ENGINEER UNDER PART-66**

Under Part-66 an aircraft maintenance licence confirms that the person to whom it refers has met the Part-66 knowledge and experience requirements for any aircraft basic category and aircraft type rating specified in the document.

The licence is divided broadly between Mechanical and Avionic trade disciplines although in view of the various technologies and combinations applicable to certain aircraft the Mechanical licence category is further subdivided. In addition there are various levels within the licence that allow the holder to be authorised to perform certain roles within line and/or base maintenance. These reflect different levels of task complexity and are supported by different standards of experience and knowledge. An individual may hold a combination of licence categories.

The categories within the aircraft maintenance licence are:

- Category A Maintenance Certifying Mechanic
- Category B1 Maintenance Certifying Technician (Mechanical)
- Category B2 Maintenance Certifying Technician (Avionic)
- Category C Base Maintenance Certifying Engineer

**A5.1 Category A**

Category A is further divided into sub categories as follows:

- A1 Aeroplanes Turbine
- A2 Aeroplanes Piston
- A3 Helicopters Turbine
- A4 Helicopters Piston

The experience demonstrated on application must be relevant to the sub category of licence being applied for and must satisfy certain criteria in respect of recency. For further information on Category A please refer to Section C.

**A5.2 Category B**

The sub categories for Category B Line Maintenance Certifying Technician/Base Maintenance Technician are:

- B.1 Aeroplanes Turbine
- B.2 Aeroplanes Piston
- B.3 Helicopters Turbine
- B.4 Helicopters Piston
- B2 Avionics (no further sub division).

The wider privileges of the Category B licence and the role of the Technician in defect diagnosis and rectification and system inspection require a more detailed knowledge than that for Category A. This requires a longer period of experience and examination at a higher level than for Category A. For further information on Category B1 please refer to Section D. For further information on Category B2 please refer to Section E.

**A5.3 Category C**

The requirements for Category C can be achieved via two routes: a graduate with a degree in Aeronautical Engineering recognised by the CAA, or a similar discipline that is considered relevant to aircraft maintenance and that has been accepted for this purpose by the CAA, or a B1 or B2 licence holder with a prescribed period of certifying experience. For further information on Category C please refer to Section F.

**A5.4 Knowledge Requirements and Examinations**

Applicants who successfully complete a Part-147 approved basic training course will have received instruction in the required knowledge subjects and have passed examinations associated with that course and the respective licence category.

Unless qualifying for exemptions, all other licence applicants will have to sit the appropriate examinations. These consist of various modular examinations in multiple choice question format, intended to sample the knowledge across the appropriate syllabus and an essay paper to verify the use of written English. The content of the examinations vary both in range and complexity according to the licence category being sought.

For further information please refer to the relevant licence Section in this document and also to Section J.

**A6 MEDICAL**

Certifying staff must not exercise the privileges of their certification authorisation if they know or suspect that their physical or mental condition renders them unfit to exercise such privileges. For further information refer to airworthiness notice No.47.

## A6.1 Implementation of the Railways and Transport Safety Act 2003

Legislation relating to the effect of intoxication, through alcohol or drugs applies to all aviation personnel.

## A7 NON-EASA AIRCRAFT ENGINEERS

EASA do not recognise licences and qualifications gained outside of the EASA Member States, including qualifications gained from JAR/Part-145 organisations outside of the EU Member States, where approval has been given based upon local requirements, which may differ markedly from those of the UK. This also includes JAR/Part-145 approvals issued by the UK CAA. Non-EASA aircraft maintenance engineers wishing to pursue the Part-66 licence must complete all relevant requirements according to the licence being applied for. Previous aircraft maintenance practical experience within a Part-145 organisation may be counted towards the total experience requirement providing acceptable evidence of authenticity of the experience is provided.

The CAA is unable to conduct individual assessments prior to licence application.

## A8 ACCEPTANCE OF OTHER EASA COMPETENT AUTHORITY'S TRAINING AND TESTING

Training completed at a Part-147 organisation, approved by an EASA competent Authority or directly by EASA is accepted. Examination modules completed with a Part-147 organisation or EASA Competent Authority's or a combination of the two, is also accepted. However, courses and examinations approved by an EASA Competent Authority, which is not Part-147 approved (for local use within a particular EU State) are not generally acceptable but may be reviewed on an individual basis.

## A9 PART-66 CERTIFICATION PRIVILEGES

Certifications are made in accordance with the procedures of the Part-145 or Part-M approved maintenance organisations, within the scope of the issued authorisation(s). Certifying staff qualified in accordance with Part-66 and holding a valid aircraft maintenance licence with, where applicable, the appropriate type ratings will be eligible to hold one or more of the following categories.

### A9.1 Category A

A category A certifying licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect

rectification within the limits of tasks specifically endorsed on the authorisation. The certification privileges are restricted to work that the authorisation holder has personally performed in a Part-145 organisation.

### A9.2 Category B1

A category B1 certifying staff authorisation permits the holder to issue certificates of release to service following maintenance, including aircraft structure, power plants and mechanical and electrical systems. Authorisation to replace avionic line replaceable units requiring simple tests to prove their serviceability is also permitted.

**Note: Compass compensation and adjustment certification privileges are contained within a Category B1 AML.**

### A9.3 Category B2

A category B2 certifying staff authorisation permits the holder to issue certificates of release to service following maintenance on avionic and electrical systems. Category B2 certifying staff can qualify for any A sub category subject to compliance with the appropriate A sub category requirements.

**Note: Compass compensation and adjustment certification privileges are contained within a Category B2 AML.**

### A9.4 Category C

A category C certifying staff authorisation permits the holder to issue certificates of release to service following base maintenance. The authorisation is valid for the aircraft, in its entirety, including all systems.

## A10 VALIDITY PERIODS AND RENEWAL OF LICENCES

### BCAR Section L

Licence privileges relating to the maintenance and certification of aircraft below 5700kg MTOM, may still be renewed via BCAR Section L. The CAA has reduced the renewal period from 5 years to 2 years and reduced the renewal fee accordingly.

The UK CAA issue Part-66 AML's for certification of aircraft above and below 5700 kg MTOM. BCAR Section L licences may continue to be used for certification of aircraft above 5700 kg MTOM until 28 September 2006 and for aircraft below 5700 kg MTOM until 28 September 2008. After those dates a Part-66 AML must be held as the basis for maintenance certification.

Certification of maintenance on airships and aircraft designated under Annex II of Commission Regulation (EC) 1592/2002 will continue under BCAR Section L for the foreseeable future.

Licence privileges relating to the maintenance and certification of aircraft above and below 5700kg MTOM may be converted to Part-66 at the time of renewal. Form 19 (SRG/1014) 'Part-66 Aircraft Maintenance Engineer's Licence Initial/Variation' – Application, should be used for the transfer of UK Protected Rights based upon BCAR Section L AMEL including type ratings and paragraphs held and JAR/Part-145 Authorisations.

It is recommended that only current authorisations be claimed under Protected Rights with an initial conversion application. Protected Rights may be claimed on all previous authorisations, but it is inevitable that this will take significantly longer than converting current authorisations and the rejection rate for these applications is traditionally high. Protected Rights from previous employment remain and can be assessed and claimed at any subsequent future time when required by the individual.

An application for licence renewal cannot be made to the CAA more than 60 days before expiry. However, if the licence holder intends to apply for conversion to a Part-66 licence instead of renewing the Section L licence. Applications involving conversion will be accepted before that time and in any event should be made no later than 6 weeks before the licence is due to expire to avoid any break in continuity.

For more information and guidance relating to Part-66 and the phasing out of BCAR Section L, please refer to our website at [www.caa.co.uk/srg](http://www.caa.co.uk/srg).

Further information relating to the conversion can be found in Section B.

#### A10.1 JAR-66

JAR-66 AML holders will not be required to take any further action to gain a Part-66 AML. A Part-66 licence will automatically be issued either at the next licensing action or at time of renewal.

### A11 PROTECTED RIGHTS

Protected rights are the entitlement to have National licence, qualification or certification authorisation privileges (that were valid at a qualifying date) transferred to a Part-66 aircraft maintenance licence. With respect to certification authorisation schemes these include certain task-limited authorisations issued by the employer at the qualifying date as well as full authorisations on aircraft types granted by an employer or previous employer within the scope of the licence.

**Note: Protected rights can be claimed at any time irrespective of changes of employment.**

On conversion from a BCAR Section L licence, basic licence categories and aircraft type ratings/paragraphs held will be transferred to the Part-66 Aircraft Maintenance Licence. Correctly issued aircraft authorisations from a JAR/ Part-145 organisation within a European Union or JAA full member state can be transferred to the replacement licence in the form of aircraft type ratings or group ratings. Limitations will be applied where appropriate to the basic licence and to aircraft type or group ratings reflecting the scope of the previous basic licence held and the aircraft type authorisations issued prior to conversion.

Protected rights to a Part-66 category A licence for company authorisation schemes applicable to unlicensed personnel, or personnel not licensed in the appropriate Section L LWTR categories can only be recognised when a valid authorisation has been granted prior to 1 June 2001. (Airworthiness Notice 14 refers).

**Note 1: Commission Regulation (EC) 2042/2003 Article 4 Paragraph 2 refers.**

**Note 2: Aircraft type authorisations remain as protected rights and can be claimed at any time either on or after conversion.**

**Note 3: The majority of BCAR Section L aircraft maintenance licenses must be converted to a Part-66 aircraft maintenance licence by 28 September 2006 or 28 September 2008 (for aircraft above and below 5700kg MTOM respectively).**

### A12 GRANDFATHER RIGHTS

Grandfather rights are authorisation privileges granted by an employer in accordance with an authorisation procedure previously approved by the CAA that exceed the holder's basic licence. In some instances organisations issued authorisations for tasks outside of the basic licence privileges. Such authorisations are not accepted as falling within the entitlement to protected rights and are not considered protected rights on transfer to a Part-66 AML as they exceed the scope of the basic licence.

Upon licence conversion these will not be added to the licence document however, these privileges may continue to be exercised while the individual remains within the employment of the organisation that issued the original authorisation. These certifying privileges are lost when the individual leaves the employ of that company and cannot be transferred.

**Note 1: These certifying privileges cannot be extended and are lost when the individual leaves the employ of the issuing organisation.**

## A13 CONVERSION OF SEVERAL LICENCES OR UNLICENSED NON-UK AUTHORISATION PRIVILEGES TO A PART-66 LICENCE (FORM 27)

---

Applicants holding licences from several NAA's can choose to be issued a Part-66 licence by one of the competent Authorities that issued a National licence. Applicants not holding a licence must have their licence issued by the competent Authority of the country where they last held privileges. In addition, an applicant holding an authorisation only, that has been issued by a UK JAR or Part-145 organisation for the purpose of aircraft maintenance in another Member State, must have their licence issued by the Member State where the authorisation privileges are being exercised.

The converted licence will only take into consideration the privileges granted by the competent Authority issuing the Part-66 licence, unless the applicant provides the competent Authority with duly completed Form 27, specifying the additional privileges granted by other competent Authorities that are also eligible for conversion.

JAA Form 27 should be presented to the competent Authority whom the applicant chooses to issue the converted licence, at the time of application for conversion. Form 27 submitted after conversion may not be accepted by the issuing competent Authority.

**Note: Some Full Member States may not accept this document at this time.**

SRG/1018 will be assessed against the applicant's licence records and supporting documentation, before Form 27 is issued. The purpose of the assessment is to identify the applicant's entitlement to 'protected rights' and subsequently what category or categories of licence the applicant is entitled to. The CAA will also propose any relevant limitations to be applied to the licence(s) and or type rating(s) and, the recommended examination(s) to remove the limitation(s).

## A14 AIRCRAFT MAINTENANCE LOGBOOK

---

Under Part-66 there is a requirement to record satisfactory basic training and skills attainment as a pre-requisite for basic licence issue, both for applicants who have completed a Part-147 training course and applicants who have not had formal technical training.

To assist both basic and type rating applicants to demonstrate that they meet the licensing requirements, the CAA has introduced an Aircraft Maintenance Engineer's Logbook which is now available for use and can be ordered from the TSO at [www.tso.co.uk](http://www.tso.co.uk). The Logbook is not available directly from the CAA.

The use of a logbook is still voluntary, however, if submitted in support of an application it will enable the CAA to process the application more efficiently and reduce the handling time for the application.

**Note: It is only necessary to submit the relevant logbook pages in support of an application and not the entire document.**

## A15 THE LOGBOOK ASSESSOR

---

It is an Assessor's responsibility to evaluate and determine the extent of practical skills and maintenance experience necessary for the holder to submit an application for an engineer's licence. There are two types of Assessor as detailed below.

### A15.1 Part-145 and Part-147 Logbook Assessor

The Assessor will be nominated by the Part-145 or Part-147 organisation by virtue of holding a supervisory or management position within the approved organisation. In this case the CAA would expect the nominated person or persons to be included in that organisation's exposition. This will allow the person or persons of that organisation to act as an Assessor for that organisation for the duration of that organisation's Part-145 or Part-147 approval or whilst they remain in the employ of that organisation.

**Note: It is not necessary to submit application form SRG/1016 as the CAA Assessor Authorisation is not required for a Part-145 or Part-147 organisation.**

### A15.2 The CAA Authorised Assessor (for applicants working outside of Part-145 and Part-147 organisations)

The Assessor will be a senior licensed aircraft maintenance engineer whose licence coverage encompasses that for which the application is being made or the Assessor will be a person with acceptable experience who holds or who has held a senior position in an approved aircraft maintenance organisation. In this case an application will need to be made to the CAA on form SRG/1016, which can be downloaded from our web site [www.srg.caa.co.uk](http://www.srg.caa.co.uk).

A letter of approval will be issued to the CAA Authorised Assessor and will be valid for two years.

## A16 THE PART-66 APPLICATION FORMS & GUIDANCE DOCUMENTS

---

Part-66 application forms and accompanying guidance documents are available now. The forms cross-refer to the guidance document and vice-versa, giving step-by-step guidance on how to complete each

section of the form, the requirements for the particular application and any additional supporting documents required, if necessary. The new forms replace the old forms JAA Form 19C, 19IE and 19T.

The forms with accompanying guidance can be downloaded from our web site [www.caa.co.uk/srg/licensing](http://www.caa.co.uk/srg/licensing).

The main Form 19 (SRG/1014) guidance document can be viewed at Appendix B to this Section. Updates to this document will be available on our web site.

## A17 ADMINISTRATIVE PROCEDURES

This section details the administration procedures when applying to the CAA for a particular service. Applications should be sent to: Personnel Licensing Department (PLD), Civil Aviation Authority, Safety Regulation Group, Aviation House (GE), Gatwick Airport South, West Sussex, RH6 0YR.

### A17.1 Applying for a Service

PLD have revised the application process in line with the introduction of Part-66. This process includes a revised application form SRG/1014 which must be used for all Part-66 applications. Comprehensive and easy-to-follow application guidance is provided.

To replace the Company Support letter, previously required with all JAR-66 conversion applications, a new licence application SRG/1020 support document has been produced reducing the overall handling time. This document should be downloaded with Form SRG/1014, which should be handed to the applicant's Quality Department to be completed and signed. Both Forms SRG/1020 and SRG/1014, should be submitted as a complete application along with supporting documentation.

When an application is submitted to PLD, the Customer Service Unit will check the application to ensure that all necessary paperwork, logbook, fees etc. have been submitted. The application will then be assessed to ascertain whether all technical requirements have been met. An applicant will be notified if the application has been rejected in writing or by e-mail.

PLD are aware how important it is for customers to know how long their application may take to be processed, and whilst we do endeavour to keep within our published CAA Code of Practice timescales, there may be variations in actual delivery times.

### A17.2 Scheme of Charges

Details of our scheme of charges can be found on our website: [www.caa.co.uk/srg/licensing](http://www.caa.co.uk/srg/licensing).

### A17.3 Change of Address

Changes of address should be made in writing by letter, fax or by change of address notification card and must include the current licence. Quote your CAA reference number together with details of the new permanent address. Once actioned, the new licence will be sent. When received the licence must be signed in ink.

### A17.4 Change of Name

The holder of a licence who has changed their name is required to notify the CAA by completing Form 19 (SRG/1014) enclosing the appropriate fee. If the change of name is through marriage, the original marriage certificate must be submitted. There is no charge for a change of name through marriage.

If the change of name is other than by marriage you are required to submit either actual passport, original change of name deed or original decree absolute. There is a charge for this service.

### A17.5 Change of Nationality

An application for change of nationality must be made by completing Form 19 (SRG/1014). There is a charge for this service.

### A17.6 Lost Licence

Individuals who have lost their licence are required to submit Form 19 (SRG/1014) for a duplicate licence. There is a charge for this service.

**Note: The current licence should be returned to the CAA prior to change of details.**





## APPENDICES TO SECTION A

- ◆ Appendix A List of Application Forms
- ◆ Appendix B New Application Forms and Guidance Documents
- ◆ Appendix C Easy-to-follow Fees List
- ◆ Appendix D Part-66 Limitations Index

## APPENDIX A LIST OF APPLICATION FORMS

Form Number	Form Title
SRG/1002 JAA 19E	Part-66 Aircraft Maintenance Licence – Application for Written Examination
SRG/1005 AD 300	Aircraft Maintenance Engineer's Licence Grant or Extension – Application (BCAR)
SRG/1006 AD 300A	Aircraft Maintenance Engineer's Licence Application for BCAR Section L Written Examination(s)
SRG/1007 AD 301	Type Rating Record of Experience
SRG/1009 Form 12	Part-147 Grant or Variation of Approval – Application
SRG/1011 AD 302	Aircraft Maintenance Engineer's Licence Renewal – Application (BCAR)
SRG/1012	Approval of Type Training for a BCAR Section L Type Rating – Application
SRG/1013	Approval of Type Training for Part-66 Type Rating – Application
SRG/1014 Form 19	Part-66 Aircraft Maintenance Engineer's Licence – Application
SRG/1016	CAA Authorised Assessor Application
SRG/1017	BCAR – Part-66 Conversion Module Examination and Experience Certificate
SRG/1018	JAA Form 27 - Application
SRG/1020	Part-66 Aircraft Maintenance Licence Support Document – Application
SRG/1021	Addition of Protected Rights to a Part-66 Licence - Application

**Note: For Part-66 applicants converting from BCAR, forms SRG/1014 (Form 19) and SRG/1020 must be submitted together as one application.**

APPENDIX B **NEW APPLICATION FORMS AND GUIDANCE DOCUMENTS**

Form SRG/1014 (Form 19) and form SRG/1020 can be downloaded from our web site at [www.srg.caa.co.uk/licensing](http://www.srg.caa.co.uk/licensing). Attached to each form is a link to the guidance documents, which provides information on the supporting documentation that should be supplied with each application and the licensing requirements according to each application.

For ease of reference the guidance documents are supplied here (Appendix B), however, latest versions will be updated on our web site.

**Note 01: Where to apply for your Licence****By Post**

Once your application is fully complete and the relevant sections of the form and documentation has been certified and countersigned, your application should be posted to: – Personnel Licensing Department, CAA, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.

**Public Counter**

Our Public Counter is open from 0900 to 1600 Monday to Friday for depositing applications only.

**Note 02: How to contact us if you have a query**

Before contacting the PLD Customer Services Team with your query, you should visit the PLD web site [www.srg.caa.co.uk](http://www.srg.caa.co.uk) where you will find both general and technical information.

The PLD Customer Services Team can be contacted on 01293-573700 or you may enquire by email at [eldweb@srg.caa.co.uk](mailto:eldweb@srg.caa.co.uk).

If you have moved and wish to register a change of address, you may either send a change of address notification or email PLD at the address above. Change of address details cannot be taken over the telephone. You will be required to return your original licence document.

**Note 03: Which Sections of the application form to complete****Table 1**

Application	Sections to be completed	Tick
Initial Part-66 Licence Issue (Part-147 students and other experienced engineers)	1,2,5,6,13,14,15,16,17	<input type="checkbox"/>
BCAR to Part-66 Conversions (BCAR licence holders, non-licensed engineers holding company authorisations)	1,2,7,8,9,14,15,16,17	<input type="checkbox"/>
Inclusion of another Category	1,2,5,6,13,14,15,16,17	<input type="checkbox"/>
Type Ratings	1,2,5,10,13,14,15,16,17	<input type="checkbox"/>
Removal of Limitations from Basic Licence	1,2,4,5,6,14,15,16,17	<input type="checkbox"/>
Removal of Limitations from Type Ratings	1,2,5,10,14,15,16,17	<input type="checkbox"/>
Change of Name or Nationality	1,2,12,15,16,17	<input type="checkbox"/>
Duplicate Licence Request	1,2,11,15,16,17	<input type="checkbox"/>

\*if applicable

**Note 04: The supporting documentation required with application**

An application checklist has been enclosed with this pack, which should be used as a final check once your application is ready to be submitted. In all cases the

relevant fees must be submitted with your application, as per the enclosed fees list. Where original documents are not required and copies are accepted, they must be certified as true copies by the person countersigning your application.

Table 2

Application	Existing BCAR/JAR Licence(s)	Certified copy of Passport	Certified copies of Basic Authorisation Document(s)	Certified copies of Type Authorisation Document(s)	Copy of Exam Module Results (if applicable)	SRG/1020 Support Document	Certified copies of Course Completion Certificates	Change of Name/Nationality Deed	Certified copies of worksheets or logbook
Initial Issue		✓			✓		✓		✓
BCAR to Part-66 Conversion	✓	✓	✓	✓	✓	✓	✓		✓
Inclusion of another Category	✓				✓		✓		✓
Type Rating	✓						✓		✓
Removal of Limitation (Type)	✓						✓		✓
Removal of Limitation (Basic)	✓				✓				✓
Change of Name/ Nationality	✓							✓	
Duplicate Licence Request									

### Completing the Application Form

Provided you have read the guidance notes, you will know which sections of the application form are to be completed, according to your licence application. The application form will however, refer you to the notes applicable.

Turn over the page to begin completing your application form. It is important to read the whole of each section before filling in your application to make sure that all the guidance information is fully understood.

**Note 05: Section 2 Application**

This section of the application form will help PLD to identify exactly what you are applying for. For example, if you are applying for a Part-66 B1-1 licence based

upon Protected Rights, are also entitled to A1 and C licence, are removing limitation(s) from your basic licence and type ratings at the same time, then you would complete the Section as below.

I am applying for (please tick):

Initial Issue	<input type="checkbox"/>	BCAR to Part-66 Conversion	<input checked="" type="checkbox"/>
Type Rating	<input type="checkbox"/>	Removal of Limitation(s) (Basic)	<input checked="" type="checkbox"/>
Removal of Limitation(s) (Type)	<input checked="" type="checkbox"/>	Inclusion of another Category	<input type="checkbox"/>

In category (please tick):

Category	A	B	C
Aeroplanes Turbine	A1 <input checked="" type="checkbox"/>	B1.1 <input checked="" type="checkbox"/>	N/A
Aeroplanes Piston	A2 <input type="checkbox"/>	B1.2 <input type="checkbox"/>	N/A
Helicopter Turbine	A3 <input type="checkbox"/>	B1.3 <input type="checkbox"/>	N/A
Helicopter Piston	A4 <input type="checkbox"/>	B1.4 <input type="checkbox"/>	N/A
Avionic		B2 <input type="checkbox"/>	N/A
Base Maintenance Certifying Technician			<input checked="" type="checkbox"/>

**Important Notes****Category B1 Applicants**

Whilst the appropriate Category A will be included automatically in any full Category B1 licence, you are still required to tick the box to apply for this category.

**Category B2 Applicants**

Applicants who are applying for B2 who held limited and simple mechanical task authorisations issued prior to 1 June 2001, should also apply for Category A.

**Category B1 and B2 Applicants**

Applicants may apply for Category C if they hold a BCAR Section L licence with a minimum of two LWTR (excluding Compass Compensation and Adjustment) and, for a minimum of three years have held either:

- Type rating in at least two LWTR categories, or
- Part-145 Type Authorisations under at least two of the LWTR categories held, or
- One type rating and one Part-145 Type Authorisation in different LWTR categories

**Note: For the above purpose, Radio Comms/ Navigation, and Radio Radar together count as one LWTR.**

**BCAR Section L 'X' Electrical Licence Holders**

The above licence holders should apply for Part-66 B1 and B2 categories to claim full protected rights. The licences will be restricted as necessary. A full matrix table can be found at Table 14.

**Note 06: Section 4 Removal of Limitations from a Basic Licence**

To remove limitations from a basic licence, where protected rights do not convert to a full Part-66 Category/sub-category licence, the relevant conversion examinations must be passed and any appropriate experience requirements met. Application to remove limitations on a basic Category/sub-category must cover all limitations applicable to that Category/sub-category, as the Part-66 licence is not considered to be a progressive licence.

Typically, six months experience relevant to the limitation is considered to be satisfactory experience. However, certain limitations will not require additional experience as detailed in table 3.

The most common conversion examinations required are detailed in tables 4,5,6,7 and 8. A complete table covering all conversion examination scenarios can be found on our web site.

**Note: Conversion examinations may be taken prior to or post conversion to Part-66. Application for the**

removal of limitations can be accepted at the same time as conversion to Part-66.

**Table 3**

Part-66 Category Held	Limitations Endorsed	Pre-conversion Protected Rights (aircraft below 5700 kg)
B1-1	20	Jet Turbine Engines
B1-1	9	No Avionic Extension
B1-2	9	No Avionic Extension
B1-3	9	No Avionic Extension
B2	4 & 5 (but not 3)	Autopilots Aeroplanes (not Combined Category or Autopilots Helicopters)
B2	4 (but not 3)	Autopilots Aeroplanes (not Autopilots Helicopters)
B2	5 (but not 3 or 4)	Autopilots Rotorcraft & Autopilots Aeroplanes (not Combined Category)

#### Conversion to B1-1 Aeroplanes-Turbine

**Table 4**

BCAR Section L Categories Held	Part-66 Modules and part-Modules required	
	Full Modules	Part Modules
Aeroplanes 2	4 5 15 17	3.9 to 3.18 7.7 11.5.2, 11.6, 11.14
Aeroplanes 2 Turbine Engines – Aero	4 5	3.9 to 3.18 7.7 11.5.2, 11.6, 11.14
Aeroplanes 2 Turbine Engines – Aero Electrical	5	
Aeroplanes 2 Jet Turbine Engine	4 5 17	3.9 to 3.18 7.7 11.5.2, 11.6, 11.14

Aeroplanes 2 Piston Engines – Aero	4 5 15	3.9 to 3.18 7.7 11.5.2, 11.6, 11.8, 11.10, 11.14
Turbine Engines – Aero	4 5 8 11	3.9 to 3.18 6.3, 6.4.2, 6.5.4, 6.6.2, 6.7, 6.10 7.4, 7.7, 7.8, 7.14, 7.16, 7.17, 7.18, 7.19
Aeroplanes 2 Electrical	5 8	7.4, 7.7, 7.8, 7.14, 7.16, 7.17, 7.18, 7.19 11.1 to 11.5 11.7 to 11.13, 11.15 to 11.18
Electrical	5 8 15 17	7.4, 7.7, 7.8, 7.14, 7.16, 7.17, 7.18, 7.19 6.1, 6.2, 6.3, 6.4, 6.5.4, 6.7, 6.9 11.1 to 11.5 11.7 to 11.13, 11.15 to 11.18

### Conversion to B1-2 Aeroplanes-Piston

Table 5

BCAR Section L Categories Held	Part-66 Modules and part-Modules required	
	Full Modules	Part Modules
Aeroplanes 1	4 5* 16 17	3.9 to 3.18 7.7 11.1.2, 11.4, 11.5.1.4, 11.5.1.5, 11.5.2, 11.6 to 11.17
Aeroplanes 1 Piston Engines – Aero	4 5*	3.9 to 3.18 7.7 11.1.2, 11.4, 11.5.1.4, 11.5.1.5, 11.5.2, 11.6 to 11.17
Aeroplanes 1 Turbine Engines – Aero	4 5* 16	3.9 to 3.18 7.7 11.1.2, 11.4, 11.5.1.4, 11.5.1.5, 11.5.2, 11.6, 11.7, 11.9, 11.11 to 11.17
Piston Engines – Aero	4 5* 8 11	3.9 to 3.18 6.3, 6.4.2, 6.5.4, 6.6.2, 6.7, 6.10 7.4, 7.7, 7.8, 7.14, 7.16 to 7.19
Turbine Engines – Aero	4 5* 8 11 16	3.9 to 3.18 6.3, 6.4.2, 6.5.4, 6.6.2, 6.7, 6.10 7.4, 7.7, 7.8, 7.14, 7.16 to 7.19
Electrical	5* 8 16 17	7.4, 7.7, 7.8, 7.14, 7.16, 7.17, 7.18, 7.19 6.1, 6.2, 6.3, 6.4, 6.5.4, 6.7, 6.9 11.1 to 11.5, 11.7 to 11.13, 11.15 to 11.18

\* this refers to the B1.2 and B1.4 syllabus

**Conversion to B1-3 Helicopters Turbine****Table 6**

BCAR Section L Categories Held	Part-66 Modules and part-Modules required	
	Full Modules	Part Modules
Turbine Engined Rotorcraft	4 5	3.9 to 3.18 6.3.2, 6.3.3 7.7 12.8, 12.15
Piston Engined Rotorcraft	4 5 15	3.9 to 3.18 6.3.2, 6.3.3 7.7 12.8, 12.15
Turbine Engined Rotorcraft Electrical	5	6.3.2, 6.3.3

**Conversion to B1-4 Helicopters Piston****Table 7**

BCAR Section L Categories Held	Part-66 Modules and part-Modules required	
	Full Modules	Part Modules
Piston Engined Rotorcraft	4 5*	3.9 to 3.18 6.3.2, 6.3.3 7.7 12.8, 12.15
Turbine Engined Rotorcraft	4 5* 16	3.9 to 3.18 6.3.2, 6.3.3 7.7 12.8, 12.15
Turbine Engined Rotorcraft Electrical	5* 16	6.3.2, 6.3.3
Electrical	5* 8 16	7.6, 7.8 to 7.15 7.16.2(b), 7.18b&c, 7.19.2(b) 6.1, 6.2, 6.3, 6.4, 6.5.4, 6.7, 6.9 12.1 to 12.7, 12.9 to 12.14, 12.16

\* this refers to the B1.2 and B1.4 syllabus



**Conversion to B2 Avionic****Table 8**

<b>Section L Categories held</b>	<b>Part-66 Modules or part modules required</b>
Electrical, Combined Category, Autopilots-Rotorcraft, Radio & Radar	No examinations required.
Electrical, Combined Category, Radio & Radar	13.1.c, 13.3. Note 1
Electrical, Instrument, Autopilots-Rotorcraft, Radio & Radar	13.1.a, 13.1.b, 13.3 Note 2, 13.7
Electrical, Combined Category	13.1.c, 13.3. Note 1, 13.4, 13.6
Electrical	5, 8, 14, 13.1, 13.3, 13.4, 13.6 to 13.8
Electrical, Instrument, Autopilots-Aeroplanes, Radio & Radar	13.1.c, 13.3 Note 1, Note 2
Electrical, Instrument, Radio and Radar	8, 13.1, 13.3, 13.7
Electrical, Autopilots-Aeroplanes	14, 13.1.c, 13.3. Note 1, Note 2, 13.4, 13.6, 13.8
Instrument, Autopilots-Aeroplanes,	13.1.c, 13.3. Note 1, Note 2, 13.4, 13.5, 13.6, 13.9
Electrical, Instrument, Autopilots-Aeroplanes & Rotorcraft	13.3.8.1, 13.3 Note 2, 13.4, 13.6
Electrical, Radio & Radar	8, 14, 13.1, 13.3, 13.4 Note 3, 13.7, 13.8
Combined Category	13.1.c, 13.3 Note 1, 13.4 to 13.6, 13.9
Radio Comms/Nav & Radar	8, 14, 13.1, 13.3, 13.4 Note 3, 13.5. 13.7, 13.8, 13.9
Instrument	8, 13.1, 13.3 to 13.7, 13.9
Autopilots-Aeroplanes	14, 13.1.c, 13.3 Note 1 & Note 2, 13.4, 13.5, 13.6, 13.8, 13.9
Radio Comms/Nav	8, 14, 13.1, 13.3 13.4 DME to end of sub para 13.5, 13.7 to 13.9
Radio Radar	4, 5, 8, 9, 10, 13, 14
Autopilots- Rotorcraft	14, 13.1.a, 13.1.b, 13.3 Note 2, 13.4 to 13.9
Electrical, Instrument, Autopilots-Rotorcraft	13.1.a, 13.1.b, 13.3 Note 2, 13.4, 13.6, 13.7
Electrical, Autopilots-Rotorcraft	14, 13.1.a, 13.1.b, 13.3 Note 2, 13.4, 13.6, 13.7, 13.8
Instrument, Autopilots-Rotorcraft	13.1.a, 13.1.b, 13.3 Note 2, 13.4 to 13.7, 13.9
Electrical, Instrument	8, 13.1, 13.3, 13.4, 13.6, 13.7
Electrical, Instrument, Autopilots-Aeroplanes	13.1.c, 13.3. Note 1 & Note 2, 13.4, 13.6

Instrument, Radio & Radar	8, 13.1, 13.3, 13.5, 13.7, 13.9
Autopilots-Aeroplanes, Radio & Radar	14, 13.1.c, 13.3 Note 1 & Note 2, 13.4. Note 3, 13.5, 13.8, 13.9
Electrical, Autopilots-Aeroplanes, Radio & Radar	14, 13.1.c, 13.3 Note 1 & Note 2, 13.4 Note 3, 13.8
Instrument, Autopilots-Aeroplanes, Radio & Radar	13.1.c, 13.3 Note 1 & Note 2, 13.5, 13.6, 13.9

**Note: Reference to combined category should be taken to include both instruments and autopilots-aeroplanes.**

**13.3 Note 1** Stability Augmentation systems in helicopters

**13.3 Note 2** Autothrottle & Automatic Landing systems

**13.4 Note 3** Flight Director & Inertial Navigation systems

**Note 07: Section 5 Summary of Experience**

This section must provide information relating directly to your application. For example, if you are applying for a removal of limitation(s) from a type rating, only information relating to that type and limitation is

required. In addition, it is only necessary to provide information on duration of experience relating to whichever licence and/or rating you are applying for. Table 9 provides information of the minimum experience required for each application.

**Initial Issue**

**Table 9**

Application	Applicant's History	Experience Required
Category A, or	No previous training.	3 Years
Category B1.2, or	Skilled Worker	2 Years
Category B1.4	Part-147 Students	1 Year
Category B1.1, or	No previous training.	5 Years
Category B1.3, or	Skilled Worker	3 Years
Category B2	Part-147 Students	2 Years
Category C (Large Aircraft)	B1.1, B1.3 or B2 certifying or support staff on large aircraft.	3 Years
	B1.2 or B1.4 certifying or support staff on large aircraft	5 years
Category C (non-Large Aircraft)	B1 or B2 certifying or support staff on non-large aircraft.	3 Years
Category C (Graduate Route)	Academic degree in a technical discipline from a University or higher educational institution recognised by the CAA.	3 Years (incl. 6 months observation of base maintenance)

**Note: In addition to the overall experience requirement, there is a recency requirement of one year's experience on aircraft typical of the category or sub-category being applied for. Of this one year, six months must have been gained in the 12 months preceding application. The remainder of the experience must have been gained in the preceding 7 years.**

## Additional practical maintenance experience required to include another Category or sub-Category

Table 10

To From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2
A1		6 mths	6 mths	6 mths	2 yrs	6 mths	2 yrs	1 yr	2 yrs
A2	6 mths		6 mths	6 mths	2 yrs	6 mths	2 yrs	1 yr	2 yrs
A3	6 mths	6 mths		6 mths	2 yrs	1 yr	2 yrs	6 mths	2 yrs
A4	6 mths	6 mths	6 mths		2 yrs	1 yr	2 yrs	6 mths	2 yrs
B1.1	None	6 mths	6 mths	6 mths		6 mths	6 mths	6 mths	1 yr
B1.2	6 mths	None	6 mths	6 mths	2 yrs		2 yrs	6 mths	2 yrs
B1.3	6 mths	6 mths	None	6 mths	6 mths	6 mths		6 mths	1 yr
B1.4	6 mths	6 mths	6 mths	None	2 yrs	6 mths	2 yrs		2 yrs
B2	6 mths	6 mths	6 mths	6 mths	1 yr	1 yr	1 yr	1 yr	

**Note:** The above experience must be on civil operating aircraft in the Category or sub-Category relevant to the application and may be reduced on completion of a relevant Part 147 Course.

### Type Rating(s) and/or Removal of Limitations

For a type rating or a removal of limitation from a type rating, satisfactory experience is required. Four months experience is considered to be satisfactory, however, the experience required will depend on the licence(s) and rating(s) already held but in any case should not be less than two weeks.

### Note 08: Section 6 Examination Modules Completed

This section simply requires a tick in the appropriate box to confirm your examination module passes. Where you are only required to pass part-module examinations in cases where you are removing limitations (conversion exams) or extending your licence privileges to include another Category licence, tick the whole module.

If you are claiming credits for certain examinations please enter the details in this Section.

Credits may be claimed from some module passes under BCAR Section L against Part-66 modules. BCAR Section L Module 7 (post issue 15) can be claimed against Part-66 Module 17 and BCAR Section L Module 13 may be claimed against Part-66 Module 9 (excluding essay).

BCAR Section L module passes have a validity period of 5 years.

The reference table 11 below provides information on which full examination modules are required for each category licence.

Table 12 and 13 on the following page (page 10) provides information on the full examination modules or part modules required, if you are extending your licence privileges to include another Category.

Four essays are required, in Modules 7 (2 Exams) (Maintenance Practices), 9 (Human Factors) (1 Exam) and 10 (Aviation Legislation) (1 Exam).

**Initial Issue****Table 11**

A1	Aeroplanes Turbine	1,2,3,5,6,7,8,9,10,11,15,17
A2	Aeroplanes Piston	1,2,3,5,6,7,8,9,10,11,16,17
A3	Helicopters Turbine	1,2,3,5,6,7,8,9,10,12,15
A4	Helicopters Piston	1,2,3,5,6,7,8,9,10,12,16
B1.1	Aeroplanes Turbine	1,2,3,4,5,6,7,8,9,10,11,15,17
B1.2	Aeroplanes Piston	1,2,3,4,5,6,7,8,9,10,11,16,17
B1.3	Helicopters Turbine	1,2,3,4,5,6,7,8,9,10,12,15
B1.4	Helicopters Piston	1,2,3,4,5,6,7,8,9,10,12,16
B2	Avionics	1,2,3,4,5,6,7,8,9,10,13,14
C		Either B1 or B2 modules

**Including another Category**

The most common cases of extending a licence to include another Category are B1 to include B2 and vice versa. There are of course, many other scenarios, which can be found on our web site [www.srg.caa.co.uk](http://www.srg.caa.co.uk).

Turn over the page for example guidance on which full or part module examinations are required. The information provided only applies to applicants who have not previously held BCAR Section L 'X' Electrical, as a protected right. BCAR Section L 'X' Electrical holders will receive B1 and B2 licences (restricted where necessary) on conversion of protected rights.

**Extension of Category B1 to include Category B2**

**Note 1:** The table below normally applies to full Category B1 AML holders. If the licence holder has a limitation, which excludes only Avionic LRU's, the full

B2 level Module 5 examination will be set instead of the Module 5 conversion examination shown below. If successfully passed, this module will qualify the holder for removal, on application, of the B1 Avionic LRU limitation.

**Note 2:** Because of the impracticability of setting an examination for the single topic (avionic general test equipment) that has to be covered in Module 7, questions for that subject will be included in the Module 5 Conversion examination.

**Note 3:** Where a B1 licence holder previously held X Electrical BCAR Section L LWTR, Module 4 need not be taken.

Table 12

Category Held	Module	Part-66 Modules or part modules required	No of Questions
B1-1	4*	Module 4.1.1b all, 4.1.2 all 4.1.3b all, 4.2 all, 4.3b all.	20
	5	Module 5.1 to 5.3 all, 5.6b all, 5.7 to 5.10 all, Module 7.4 all	40
	13	Module 13.1c all, 13.3 & 13.4 all, 13.6 all, 13.8 all	100
B1-2	4*	Module 4.1.1b all, 4.1.2 all 4.1.3b all, 4.2 all, 4.3b all.	20
	5	Module 5.1 to 5.3 all, 5.6b all, 5.7 to 5.10 all, Module 7.4 all	40
	13	Module 13.1c all, 13.3 & 13.4 all, 13.6 all, 13.8 all	100
B1-3	4*	Module 4.1.1b all, 4.1.2 all 4.1.3b all, 4.2 all, 4.3b all.	20
	5	Module 5.1 to 5.3 all, 5.6b all, 5.7 to 5.10 all, Module 7.4 all	40
	13	Module 13.1 all, 13.3 & 13.4 all, 13.6 to 13.8 all	100
B1-4	4*	Module 4.1.1b all, 4.1.2 all 4.1.3b all, 4.2 all, 4.3b all.	20
	5	Module 5.1 to 5.3 all, 5.6b all, 5.7 to 5.10 all, Module 7.4 all	40
	13	Module 13.1 all, 13.3 & 13.4 all, 13.6 all to 13.8 all	100

### Extension of Category B2 to include Category B1

Note: The table below applies to full Category B2 AML holders only. Category B2 licence holders

with any limitations must remove those limitations first by taking the appropriate conversion examinations or can qualify for B1 by following the conventional route and be examined on the complete modules required for B1.

Table 13

To Category	Module	Part-66 Modules or part modules required	No of Questions
B1-1	6	Module 6.3.b all, 6.4 b all, 6.5.4 all, 6.6.b all, 6.7 all, 6.10 all.	20
	7	Module 7.6 all, 7.8 all, 7.9 all to 7.15 all, 7.16 b all, 7.18 b & c all, 7.19 b all.	40
	11	Module 11.1 all to 11.4 all, 11.7 to 11.13 all, 11.15 to 11.17 all.	90
	15	Module 15.1 all to 15.13 all, 15.15 all to 15.22 all.	70
	17	Module 17 all.	30
B1-2	6	Module 6.3.b all, 6.4 b all, 6.5.4 all, 6.6.b all, 6.7 all, 6.10 all.	20
	7	Module 7.6 all, 7.8 all, 7.9 all to 7.15 all, 7.16 b all, 7.18 b & c all, 7.19 b all.	40
	11	Module 11.1 all to 11.4 all, 11.7 to 11.13 all, 11.15 to 11.17 all.	90
	16	Module 16.1 to 16.9 all, 16.11 all to 16.13 all.	55
	17	Module 17 all.	30
B1-3	6	Module 6.3.b all, 6.4 b all, 6.5.4 all, 6.6.b all, 6.7 all, 6.10 all.	20
	7	Module 7.6 all, 7.8 all, 7.9 all to 7.15 all, 7.16 b all, 7.18 b & c all, 7.19 b all.	40
	12	Module 12.1 all to 12.6 all, 12.9 all, to 12.14 all, 12.16 all.	80
	15	Module 15.1 all to 15.13 all, 15.15 all to 15.22 all	70
B1-4	6	Module 6.3.b all, 6.4 b all, 6.5.4 all, 6.6.b all, 6.7 all, 6.10 all.	20
	7	Module 7.6 all, 7.8 all, 7.9 all to 7.15 all, 7.16 b all, 7.18 b & c all, 7.19 b all.	40
	12	Module 12.1 all to 12.6 all, 12.9 all to 12.14 all, 12.16 all.	80
	16	Module 16.1 all to 16.9 all, 16.11 all to 16.13 all.	55

**Note 9: Sections 7, 8, 9 a, b, c Authorisations Held Aircraft Type Authorisations (Section 7)**

(Please ensure that you read the whole of this section before filling in this part of the application form – this section continues into page 12 and 13).

This part should detail aircraft type authorisations currently or previously held with your current employer.

When converting from BCAR to Part-66 'protected rights' can be claimed to ensure retention of National licence privileges.

**Category A Authorisation (Section 8)**

The scope of authorisation description codes can be found in table 15.

This part should include details of authorisations held or previously held which qualify for recognition towards Part-66 category A AML issue. Details should include: company issuing approval, aircraft type with airframe/engine combination and date of initial issue.

**Note: If the authorisation was issued from a company other than your current employer, supporting documentation must be supplied and certified. Only those authorisations issued before, or valid on 1.6.01 will be considered.**

### **Aircraft Type Ratings/Paragraphs/ Authorisations Previously Held (Section 9 a, b & c)**

This part includes details of aircraft type authorisations issued by previous employer(s). Details should include: company issuing approval, aircraft type with airframe/ engine combination and date of initial issue.

**Note: Supporting documentation must be supplied and certified.**

### **Protected Rights**

Protected Rights include any of the following;

- Section L LWTR's on a valid BCAR Section L licence
- Section L Type Ratings on a valid BCAR Section L licence
- A8-13 **Full CRS** Type Authorisations (currently or previously held based upon acceptable type training)

- A8-3 **Full CRS** Type Approvals (only if current)
- A8-13 Limited CRS Authorisations (previously referred to as Limited and Simple)
- AWN 14 Limited CRS Authorisations (Certifying Mechanic schemes)
- Full CRS authorisations issued by a Part-145 organisation located **within another EASA Member State**

**Note: Authorisations to certify issued by an organisation outside the EASA full member states – even if it holds Part-145 approval – are intended to support the certification of maintenance under local regulations and do not constitute protected rights.**

Should the current scope of your licence not convert to a full Part-66 licence, your licence will be issued showing limitations. You may, at the same time as application for conversion, apply for removal of these limitations from both your basic licence and type ratings by completing the required exams and experience.

Table 14 below provides a combination of B1-1 and B2 category scenarios of conversion, as an example. A more comprehensive list can be found on our web site [www.srg.caa.co.uk](http://www.srg.caa.co.uk).

Table 14

LWTR(S) Held	Part-66	Plus Limitation(s)	
Aeroplanes 2, Turbine Engines-Aeroplanes, Electrical + Av Ext	<b>B1-1</b>	None	
	<b>B2</b>	2 3 4 5 6	Excluding Instrument, INS, IRS & Flight Directors Excluding Autopilot Systems on Aeroplanes Excluding Autopilot Systems on Helicopters Excluding Automatic landing, Autothrottle Systems on Aeroplanes Excluding Radio Communications, Navigation and Radar
Aeroplanes 2, Turbine Engines-Aeroplanes, Electrical	<b>B1-1</b>	9	Excluding Avionic LRU's
	<b>B2</b>	2 3 4 5 6	Excluding Instrument, INS, IRS & Flight Directors Excluding Autopilot Systems on Aeroplanes Excluding Autopilot Systems on Helicopters Excluding Automatic landing, Autothrottle Systems on Aeroplanes Excluding Radio Communications, Navigation and Radar
Aeroplanes 2, Turbine Engines-Aeroplanes + Av Ext	<b>B1-1</b>	1	Excluding Electrical Power Generation & Distribution Systems
Aeroplanes 2, Turbine Engines-Aeroplanes	<b>B1-1</b>	1	Excluding Electrical Power Generation & Distribution Systems
		9	Excluding Avionic LRU's
Aeroplanes 2	<b>B1-1</b>	1	Excluding Electrical Power Generation & Distribution Systems
		9	Excluding Avionic LRU's
		11	Excluding Engine
Turbine Engines-Aeroplanes, Electrical + Av Ext	<b>B1-1</b>	10	Excluding Airframe
	<b>B2</b>	2 3 4 5 6	Excluding Instrument, INS, IRS & Flight Directors Excluding Autopilot Systems on Aeroplanes Excluding Autopilot Systems on Helicopters Excluding Automatic landing, Autothrottle Systems on Aeroplanes Excluding Radio Communications, Navigation and Radar
Turbine Engines-Aeroplanes, Electrical	<b>B1-1</b>	9 10	Excluding Avionic LRU's Excluding Airframe
	<b>B2</b>	2 3 4 5 6	Excluding Instrument, INS, IRS & Flight Directors Excluding Autopilot Systems on Aeroplanes Excluding Autopilot Systems on Helicopters Excluding Automatic landing, Autothrottle Systems on Aeroplanes Excluding Radio Communications, Navigation and Radar
Turbine Engines-Aeroplanes	<b>B1-1</b>	1 9 10	Excluding Electrical Power Generation & Distribution Systems Excluding Avionic LRU's Excluding Airframe



Electrical, Combined Category, Autopilots-Rotorcraft, Radio Comm/Nav, Radio Radar	<b>B2</b>	None	
	<b>B1-1</b>	10 11	Excluding Airframe Excluding Engine
	<b>B1-3</b>	10 11	Excluding Airframe Excluding Engine
Radio Comm/Nav, Radio Radar	<b>B2</b>	1 2 3 4 5	Excluding Electrical Power Generation & Distribution Excluding Instrument, INS, IRS & Flight Directors Excluding Autopilot systems on Aeroplanes Excluding Autopilot systems on Helicopters Excluding Automatic landing, Autothrottle Systems on Aeroplanes
Radio Comm/Nav	<b>B2</b>	1 2 3 4 5 7	Excluding Electrical Power Generation & Distribution Excluding Instrument, INS, IRS & Flight Directors Excluding Autopilot systems on aeroplanes Excluding Autopilot systems on Helicopters <b>Excluding Automatic landing, Autothrottle systems on aeroplanes</b> Excluding Radio Radar
Instruments	<b>B2</b>	1 3 4 5 6	Excluding Electrical Power Generation & Distribution Excluding Autopilot systems on aeroplanes Excluding Autopilot systems on Helicopters Excluding Automatic landing, Autothrottle systems on aeroplanes Excluding Radio Communications, Navigation and Radar

Sections 7, 8, 9 a, b & c of the licence application form should include: aircraft type with airframe/engine combination and date of initial issue. The scope of approval held should be detailed in accordance with the following table (table 15). The codes should be used to describe the scope of authorisation(s) held.

**Note: This Section requests information from you that will also be provided on the licence application support document by your Quality Department – this is intentional!**

Table 15

Code	Description of Authorisation Held
	<b>Category B1</b>
A	Airframe systems
C	Engine systems
Av	Avionic Extension (LRU replacement & bite check Av systems)
E	Electrical power generation & distribution
	<b>Category B2</b>
AA	Autopilot Aeroplane
AH	Autopilot Helicopter
I	Instrument systems
CC	Auto throttle/Auto land systems
RC	Radio communication/navigation systems
RR	Radio Radar systems
	<b>Category A</b>
LS	Full cat A approval inc limited and simple tasks
PD	Minor scheduled servicing up to & including pre flight/daily checks
CF	Cabin maintenance servicing
IFE	In Flight Entertainment equipment servicing

#### Note 10: Section 10 Type Rating Application/ Removal of Limitation

This section should be used if applying for an additional type rating or a removal of a limitation from a type rating, and should detail aircraft types by airframe/ engine combination. A tick should be placed in the appropriate Category licence for which the type rating or removal of limitation is required. If applying for removal of limitation, please enter the limitation number in the appropriate column. Enter only one airframe/ engine combination per line. A list of current airframe/ engine combinations for which ratings are available can be found on our web site.

#### Note 11: Section 11 Duplicate Licence Request

A duplicate licence will only be issued upon satisfactory information being provided that the holder has either lost the licence or had the licence stolen. Before applying for a duplicate licence the holder should ensure that the licence has indeed been lost or stolen. Should a duplicate licence be issued and the lost or stolen licence found or retrieved, the holder should inform PLD immediately and surrender the old licence.

#### Note 12: Section 12 Change of Name or Nationality

In order that we can identify your records when applying for a change of name or Nationality you must enter your original details in Section 1 of the licence application form. An application for change of name or Nationality will only be acceptable with original accompanying documents, which in all cases will be returned to you. A change of name through marriage is free of charge. All other changes incur a fee.

#### Note 13: Section 13 Assessor's Certification and Evaluation

Your application may be checked by one of the following Assessors.

#### The Part-145/147 Assessor

The Assessor will be nominated by the Part-145 or Part-147 organisation by virtue of holding a supervisory or management position within the approved organisation. In this case PLD would expect the nominated person or persons to be included in the organisation's exposition by completion of Form 4. This

will allow the person or persons of that organisation to act as an Assessor for that organisation for the duration of that organisations Part-145 or Part-147 approval unless revoked or suspended.

**The CAA Approved Assessor (for applicants working outside of Part-145 and Part-147 organisations).**

The Assessor will be a senior licensed aircraft maintenance engineer whose licence coverage encompasses that for which the application is being made or, the Assessor will be a person with acceptable experience who holds or who has held a senior position in an approved aircraft maintenance organisation.

**Note 14: Section 14 Referee**

This section must be completed in all cases unless applying for a duplicate licence issue or a change of

Nationality, in which case the applicant's declaration is sufficient.

The referee required to countersign the form must be a Quality Manager or a senior person within the Quality Department of your current employer. Your local Regional Office can act as Referee but only in cases where you are unable to obtain a counter signature.

**Note 15: Section 15 Declaration of Applicant**

This declaration must be signed and dated prior to being submitted to the countersigning referee.

**Note 16: Section 16 Payment Methods**

See enclosed fees list.

## APPENDIX C EASY-TO-FOLLOW FEES LIST

When applying for a Part-66 licence, whether it is initial issue or a conversion, with additional type ratings and/or removal of limitations, knowing what fees to send with your application can sometimes be confusing.

Whatever your application may be, the list below should help ensure you send/authorise the correct amount.

**All fees must be paid in advance. Failure to do so will delay your application.**

### Individual Applications

1	Part-66 Initial Issue	£	216
2	Part-66 Type Rating (per rating)	£	87
3	Removal of Limitation(s) from basic licence or type rating <i>(removing one or more limitations, for each application)</i>	£	87
4	Additional Basic Category <i>(when made as a separate application to above)</i>	£	216
5	Duplicate Licence Issue	£	40
6	Variation of a licence, excluding above <i>(eg change of name or nationality)</i>	£	40

### Multiple Application

7	BCAR to Part-66 Conversion <i>(includes conversion of all LWTR's and Type Ratings on Section L licence or, unlicensed engineers transferring certification privileges granted under company authorisation. Also includes all category licences applied for at the same time).</i>	£	216
	plus, for each type rating not included in the BCAR Section L licence.	£	87
	or, for three or more type ratings not included in the BCAR Section L licence <i>(fee capped).</i>	£	261
	plus, removal of limitations (one or more).	£	87

**Note: Fees are correct at time of publication and may be subject to change in April 2007.**

### Methods of Payment

**By post.** You can either pay by cheque or credit/debit card (we do not accept American Express or Diners). Cheques should be made payable to the 'Civil Aviation Authority'. Your payment should accompany your form. If you are paying by credit/debit card, you must complete the payment section of the application form.

**Public Counter.** If you are submitting your application at our Public Counter we can accept cheques, debit/credit cards (we do not accept American Express or Diners) or cash. **We are unable to process your application any faster than by post and there may be delays whilst waiting at our Public Counter.**

**By phone.** Payment by this method for applications that have not already been submitted to us cannot be accepted. However, if we request additional fees from you after having received your application you may pay by phone on 01293-573700. There may be delays in answering your call.

**By fax.** You may fax this payment sheet to us on 01293-573996 if additional fees have been requested by us. **Applications made by fax cannot be accepted where original documents and/or certification of documents is required.**

## APPENDIX D PART-66 LIMITATIONS INDEX

Where a limitation code is included against (Sub) Categories, Aircraft Type Ratings, the limitation listed against that code below applies:

- |   |   |
|---|---|
| <p>1 Excluding electrical power generation &amp; distribution systems.</p> <p>2 Excluding instrument systems, INS/IRS and Flight Directors systems.</p> <p>3 Excluding autopilot systems on aeroplanes.</p> <p>4 Excluding autopilot systems on helicopters.</p> <p>5 Excluding automatic landing and autothrottle systems on aeroplanes.</p> <p>6 Excluding radio communication/navigation and radar systems.</p> <p>7 Excluding radio radar systems.</p> <p>8 Reserved.</p> <p>9 Excluding avionic LRUs.</p> <p>10 Excluding airframe.</p> <p>11 Excluding engine.</p> <p>12 Excluding all pressurised aeroplanes.</p> <p>13 Reserved.</p> <p>14 Excluding pressurised aeroplanes above 5700 kg MTOM.</p> | <p>15 Excluding supercharged piston engines in aeroplanes.</p> <p>16 Excluding navigational and electronic instrument systems, FDR, GPWS and vibration monitoring systems.</p> <p>17 Excluding radio-coupled autopilot systems in aeroplanes.</p> <p>18 Excluding radio-coupled autopilot systems in helicopters.</p> <p>19 Excluding all tasks with the exception of Compass Compensation and adjustment only.</p> <p>20 Excluding propeller-turbine engines.</p> <p>21 Excluding all tasks with the exception of minor scheduled line maintenance up to and including Daily Inspections.</p> <p>22 Excluding all tasks with the exception of Cabin Maintenance tasks.</p> <p>23 Excluding all tasks with the exception of DC electrical components in mechanical systems.</p> <p>24 Excluding all systems with the exception of LRUs within In-flight Entertainment Systems.</p> <p>25 Excluding Electrical power generation and distribution systems on aircraft above 5700 kg MTOM.</p> <p>26 Excluding Avionic LRU replacement and BITE checks on aircraft above 5700 kg MTOM.</p> |
|---|---|

Section B

Section C

Section D

Section E

Section F

Section G

Section H

Section I

Section J

Section K

Index

