



Introduction to Part-66

Personnel Licensing Department

Civil Aviation Authority



The UK's Licensed Engineers

Around 14,000 on UK CAA database, of which:

- 8600 hold a BCAR Licence
- 4500 hold a Part-66 Licence
- 900 hold both BCAR and Part-66
- 3000 restricted to aircraft below 5700kg



Successor to BCAR Section L

EC 2042/2003, Annex III, Part-66

- Effective 29 November 2003
- Based on JAR-66
- Existing JAR-66 licences are acceptable

Exceptions - remain under BCAR Section L

- Airships
- Some historic aircraft types



The Part-66 Licence

Part-66 replaces:

- A & C - including rotorcraft
- X & R - transfer satisfactorily

Part-66 does not include:

- B & D - approved organisation
- A & C airships - retained in Section L



Certification Part-66 & ANO

There are now two methods of certification:

- Part-66 type rated licence plus Part-145 authorisation
- Part-66 type rated licence plus Part-M sub-part F - [AMSD]

Prior to the full implementation Part-M, an additional method exists:

- Part-66 type rated licence plus ANO exemption for 'G' registered aircraft 5700kg and below only



Licence Categories

Category A

CRS following minor scheduled maintenance or simple defect rectification

Certification privileges restricted to work that the licence holder has personally performed within Part-145 organisation

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



Licence Categories

Category B1

CRS following maintenance including airframe structure, powerplant and mechanical based electrical systems

Includes replacement of avionic LRUs, requiring simple tests

Category B1 automatically includes appropriate A subcategory

No certification privileges without type rating [B1/B2/C]



Licence Categories

Category B2

CRS following maintenance on avionics and avionic based electrical systems

Category C

CRS following base maintenance - applies to aircraft in its entirety within a Part-145 organisation



Exceptions - Historic aircraft

Some historic aircraft are non-EASA type certified aircraft and are excluded from the EC Regulation

Typically these are aircraft of historical interest

E.g. - Auster 3, DH89A Rapide, Miles Messenger

BCAR Section L licence and oral exams will be retained for these type ratings - types defined within annex II to EC Regulation 1592/2003



Timetable Part-66

01 June 2004

UK CAA commenced issue of Part-66 licences for aircraft above 5700kg

29 November 2004

UK CAA commenced the issue of Part-66 licences for aircraft 5700kg and below

01 September 2004

Expired JAR-66 licences renewed as Part-66 licences



Timetable BCAR Section L

01 May 2004

Applications for B & D licences no longer accepted

01 November 2004

Final date to enter for BCAR exams for new applicants

01 November 2005

BCAR written exams to be withdrawn, oral exams (except for some types < 5700Kg and Annex II aircraft) to be withdrawn 01 May 2006



Summary

Aircraft above 5700kg:

- 28 September 2006
Certifying staff require
JAR-66 or Part-66 licence
- Conversion process
available now
- BCAR Section L no longer
available

Aircraft 5700kg & below:

- 28 September 2008
Certifying staff require
Part-66 licence
- Conversion process
available 29 November
2004
- New BCAR Section L
licences not available after
2006



What should the licence holder do?

- Existing JAR-66 holders - no action required
- Majority of BCAR Section L holders:
Review conversion - www.caa.co.uk/srg/licensing
Convert to Part-66 licence now
- Exceptions:
BCAR Section L Categories B & D, organisation approval
Airship licence holders - no change



More Information

- CAA Web Site for UK position statement and UK implementation information:
www.caa.co.uk/srg/licensing
- EASA Web Site for EC Regulation/Implementing Rules & guidance material:
www.easa.eu.int