

Why won't CASA Adopt the EASA Part 66 Licence System? Compare EASR & CASR Parts 66 – 9/2023

This 9/23 comparison of EASR/CASR Part 66, has been developed to identify just how dated CASR Part 66 is due to the continual updates EASA has made to add licences and ratings for other than large aeroplanes. The system we have simply does not work outside large aeroplanes.

CASA has made no attempt to amend CASR Part 66 to add the changes EASA has made to EASR Part 66 to make it work.

1. **EASA introduced a B3 licence for GA.** Maintenance on aeroplane structure, power plant and mechanical and electrical systems; and on avionics systems requiring only simple tests to prove their serviceability and not requiring troubleshooting limited to non-pressurized aeroplanes of 2000 kg MTOM and below.

a. Alleviated some of the issues in GA but not all

2. **EASA then added “Group Ratings” to the B1 to assist GA in particular**

Group 1: complex motor-powered aircraft, helicopters with multiple engines, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships other than ELA2 and other aircraft requiring an aircraft type rating when defined as such by the Agency.

Group 2: aircraft other than those in Group 1 belonging to the following subgroups:

- **subgroup 2a:**
 - single turboprop engine aeroplanes,
 - those turbojet and multiple-turboprop aeroplanes classified by the Agency in this subgroup because of their lower complexity.
- **subgroup 2b:**
 - single turbine engine helicopters,
 - those multiple turbine engine helicopters classified by the Agency in this subgroup because of their lower complexity.
- **subgroup 2c:**
 - single piston engine helicopters,
 - those multiple piston engine helicopters classified by the Agency in this subgroup because of their lower complexity.

Group 3: piston engine aeroplanes other than those in Group 1.

Group 4: sailplanes, powered sailplanes, balloons and airships, other than those in Group 1

3. **EASA then added a B2L avionics ‘system’ licence to assist GA**

a. The same as B2 but limited to the systems endorsed on the licence:

b. Divided into the following ‘system ratings’:

- communication/navigation
- (com/nav),
- instruments,
- autoflight,
- surveillance,
- airframe systems.

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4. **EASA then added recreational sectors and introduced a Part 66 “L” licence**
- a. Maintenance on aircraft structure, power plant and mechanical and electrical systems; radio, Emergency Locator Transmitters (ELT) and transponder systems; and work on other avionics systems requiring simple tests to prove their serviceability.

Divided into the following subcategories

- L1C: composite sailplanes,
- L1: sailplanes,
- L2C: composite powered sailplanes and composite ELA1 aeroplanes,
- L2: powered sailplanes and ELA1 aeroplanes,
- L3H: hot-air balloons.
- L3G: gas balloons,
- L4H: hot-air airships,
- L4G: ELA2 gas airships,
- L5: gas airships other than ELA2.

CASA proposes to add the FAA Repairman is some form.

- Why not add the EASR Part 66 “L” recreational licences.
- Why not stick with one regulatory system that can obtain VET support and training can be linked to B licencing training standards?

Recreational organisations would be able to tap into AME VET training if the EASR Part 66 “L” licence system was adopted.

- Part 149 organisation would still issue the authorisation. No need to change the practice.
- Change ‘title’ of EASA L licences to current titles used by recreational Part 149 organisations.

Why has CASA restricted the amendment of Part 66 to a system that that EASA found did not work?

Is this the same management that has stagnated CASR Part 21 to a system that no longer exists in the USA or the rest of the world.

CASR Part 66 is a licencing system for the whole of civil aviation system.

What is Wrong

- 1. Training courses are still not available through the NVET system for each of the current Part 66 licences so far adopted.**
- 2. This failure to provide dedicated courses for each of the licences has led to a critical shortage of qualified AMEs and LAMEs.**
- 3. The number of LAMEs actually working in civil aviation is an unknown since renewal periods were removed.**

18 years and still no cooperation between education and CASA.

Where are these courses minimum standards documented.

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<p>66.A.1 Scope This section defines the aircraft maintenance licence and establishes the requirements for application, issue and continuation of its validity.</p>		<p>66.1 Scope (a) This is the MOS for Part 66 of the <i>Civil Aviation Safety Regulations 1998 (CASR 1998)</i>. (b) This MOS sets out the requirements for the issue of an aircraft engineer licence and other requirements or privileges associated with the licence.</p>		Global Change to Aircraft maintenance engineer.
<p>66.A.3 Licence categories and subcategories Aircraft maintenance licences include the following categories and, where applicable, subcategories and system ratings: (a) Category A, divided into the following subcategories: – A1 Aeroplanes Turbine; – A2 Aeroplanes Piston; – A3 Helicopters Turbine; – A4 Helicopters Piston. (b) Category B1, divided into the following subcategories: – B1.1 Aeroplanes Turbine; – B1.2 Aeroplanes Piston; – B1.3 Helicopters Turbine; – B1.4 Helicopters Piston. (c) Category B2 The B2 licence is applicable to all aircraft. (d) Category B2L The B2L licence is applicable to all aircraft other than those in Group 1 as set out in Point 66.A.5(1) and is divided into the following 'system ratings': – communication/navigation (com/nav), – instruments, – autoflight, – surveillance, – airframe systems.</p>	<p>GM 66.A.3 Licence categories 'ELA1 aeroplanes' refers to those aeroplanes which meet the definition of 'ELA1 aircraft' that is contained in Article 2(k) of Regulation (EU) No 1321/2014. 'ELA2 gas airships' refers to those gas airships which meet the definition of 'ELA2 aircraft' that is contained in Article 2(ka) of Regulation (EU) No 1321/2014. 'Gas airships other than ELA2' refers to those gas airships which do not meet at least one condition of the definition of 'ELA2 aircraft' that is contained in Article 2(ka) of Regulation (EU) No 1321/2014. NOTE: The 'ELA2 aircraft' category includes all 'ELA1 aircraft'. The term 'powered sailplane' includes: – those powered sailplanes which may take off solely by means of their own power (self-launching sailplanes); and – self-sustaining powered sailplanes; and – touring motor gliders (TMGs). While the L1C subcategory only includes composite sailplanes, the L1 subcategory includes all sailplanes (composite, metal and wood). While the L2C subcategory only includes composite powered sailplanes and composite ELA1 aeroplanes, the L2 subcategory includes all powered</p>	<p>66.A.1 Aircraft engineer licence (a) This MOS specifies the requirements for the issue of an aircraft engineer licence in 1 or more of the following categories: 1. Category A; 2. Category B1; 3. Category B2; 4. Category C. (b) Categories A and B1 may be endorsed with the following subcategories for maintenance on combinations of aeroplanes, helicopters, turbine and piston engines: 1. A1 and B1.1 aeroplanes turbine; 2. A2 and B1.2 aeroplanes piston; 3. A3 and B1.3 helicopters turbine; 4. A4 and B1.4 helicopters piston. 66.A.4 Certain type-rated aircraft types and endorsements etc. (a) Subject to paragraph (d), for paragraph 66.015 (2) (e) of CASR 1998, an aircraft type specified in a cell in column 2 of a table in Appendix IX, with a type certificate holder (if any) mentioned in the corresponding cell in column 1, and a commercial designation (if any) mentioned in the corresponding cell in column 3, is specified as a type rated aircraft type for an aircraft engineer licence in Category B1, B2 or C. (b) Subject to paragraph (d), for an aircraft type specified in a cell in column 2 of a table in Appendix IX, an aircraft engineer licence</p>		<p>Not Adopted EASA amended this Part to add category B3, B2L and "L" Licences mainly so EASR part 66 would work in GA..</p> <p>B3 not adopted B2L not adopted L licences not adopted</p>

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<p>A B2L licence shall contain, as a minimum, one system rating.</p> <p>(e) Category B3 The B3 licence is applicable to piston-engine non-pressurised aeroplanes of 2 000 kg Maximum Take-off Mass (MTOM) and below.</p> <p>(f) Category L, divided into the following subcategories:</p> <ul style="list-style-type: none"> – L1C: composite sailplanes, – L1: sailplanes, – L2C: composite powered sailplanes and composite ELA1 aeroplanes, – L2: powered sailplanes and ELA1 aeroplanes, – L3H: hot-air balloons, – L3G: gas balloons, – L4H: hot-air airships, – L4G: ELA2 gas airships, – L5: gas airships other than ELA2. <p>(g) Category C The C licence is applicable to aeroplanes and helicopters.</p>	<p>sailplanes and ELA1 aeroplanes (composite, metal and wood).</p> <p>In the case of maintenance of mixed balloons (combination of gas and hot air), it is required to hold both L3G and L3H subcategories.</p> <p>For the B2L licence, a 'system rating' is a rating which gives privileges to release maintenance on the aircraft systems covered by the 'system rating' and electrical systems.</p> <p>The sentence 'shall contain, as a minimum, one system rating' refers to the fact that the application for a B2L licence should be made for any of the system ratings or any combination of the system ratings specified in 66.A.3.</p> <p>There is no specific order in which the system ratings should be applied for. Any combination of system ratings is possible.</p> <p>The description of systems covered by the different system ratings is provided in Appendix I 'Basic Knowledge Requirements' under paragraph '2. Modularisation', subparagraph related to 'Categories B2 and B2L'.</p>	<p>in Category B1, B2 or C may be endorsed with the type-rating endorsement mentioned in the corresponding cell in column 4.</p> <p>(c) Each mention of "Various" in a cell in column 2 of a table in Appendix IX is to be read as "A small/non-rated aircraft with the engine mentioned in the corresponding cell in column 4."</p> <p>(d) If a Note referred to in a cell in column 4 of a table in Appendix IX contains the statement: "This is a rule.", the contents of the Note have legal effect for the cell in the table as if they were contained in a paragraph of this section.</p>						
<p>66.A.5 Aircraft groups For the purpose of ratings on aircraft maintenance licences, aircraft shall be classified into the following groups:</p> <p>(1) Group 1: complex motor-powered aircraft, helicopters with multiple engines, aeroplanes with maximum certified operating altitude exceeding FL290, aircraft equipped with fly-by-wire systems, gas airships other than ELA2 and other aircraft requiring an aircraft type rating when defined as such by the Agency.</p> <p>The Agency may decide to classify into Group 2, Group 3 or Group 4, as</p>	<table border="1"> <thead> <tr> <th>Category/subcategory Groups</th> </tr> </thead> <tbody> <tr> <td>1</td> </tr> <tr> <td> <ul style="list-style-type: none"> – Complex motor-powered aircraft – Multi-engine helicopters – Pressurised aeroplanes above FL290 – Aeroplanes above FL290 – Aircraft with fly-by-wire systems – Any other aircraft as defined by the Agency </td> </tr> <tr> <td>1</td> </tr> </tbody> </table>	Category/subcategory Groups	1	<ul style="list-style-type: none"> – Complex motor-powered aircraft – Multi-engine helicopters – Pressurised aeroplanes above FL290 – Aeroplanes above FL290 – Aircraft with fly-by-wire systems – Any other aircraft as defined by the Agency 	1			<p style="text-align: center;">No equivalent</p> <p style="text-align: center;">Not adopted</p> <p style="text-align: center;">These were added by EASA so the part66 licence system would work in GA.</p>
Category/subcategory Groups								
1								
<ul style="list-style-type: none"> – Complex motor-powered aircraft – Multi-engine helicopters – Pressurised aeroplanes above FL290 – Aeroplanes above FL290 – Aircraft with fly-by-wire systems – Any other aircraft as defined by the Agency 								
1								

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<p>appropriate, an aircraft which meets the conditions set out in the first subparagraph, if it considers that the lower complexity of the particular aircraft justifies so.</p> <p>(2) Group 2: aircraft other than those in Group 1 belonging to the following subgroups:</p> <p>(i) subgroup 2a: – single turboprop engine aeroplanes, – those turbojet and multiple-turboprop aeroplanes classified by the Agency in this subgroup because of their lower complexity.</p> <p>(ii) subgroup 2b: – single turbine engine helicopters, – those multiple turbine engine helicopters classified by the Agency in this subgroup because of their lower complexity.</p> <p>(iii) subgroup 2c: – single piston engine helicopters, – those multiple piston engine helicopters classified by the Agency in this subgroup because of their lower complexity.</p> <p>(3) Group 3: piston engine aeroplanes other than those in Group 1.</p> <p>(4) Group 4: sailplanes, powered sailplanes, balloons and airships, other than those in Group 1.</p>	<p>– Gas airships other than ELA2</p> <hr/> <p>2 2a: Single turboprop aeroplanes</p> <p>2b: Single turbine helicopters</p> <hr/> <p>2c: Single piston helicopters</p> <hr/> <p>3 – Piston engine aeroplanes</p> <hr/> <p>3 – Piston engine aeroplanes (non-pressurised) of 2 000 kg MTOM and below)</p> <hr/> <p>3 – ELA1 piston engine aeroplanes</p> <hr/> <p>4 – Sailplanes – Powered sailplanes – Balloons – Airships not in Group 1</p> <hr/> <p>E Aircraft with electrical propulsion</p>			<p>Note “E” engine rating</p>
66.A.10 Application	AMC 66.10 Application	66.A.10 Application – form		

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<p>(a) An application for an aircraft maintenance licence or change to such licence shall be made on an EASA Form 19 (see Appendix V) in a manner established by the competent authority and submitted thereto.</p> <p>(b) An application for the change to an aircraft maintenance licence shall be made to the competent authority of the Member State that issued the aircraft maintenance licence.</p> <p>(c) In addition to the documents required in points 66.A.10(a), 66.A.10(b) and 66.B.105, as appropriate, the applicant for additional basic categories or subcategories to an aircraft maintenance licence shall submit his/her current original aircraft maintenance licence to the competent authority together with the EASA Form 19.</p> <p>(d) Where the applicant for change of the basic categories qualifies for such change via the procedure referred to in point 66.B.100 in a Member State other than the Member State which issued the license, the application shall be sent to the competent authority referred to in point 66.1.</p> <p>(e) Where the applicant for change of the basic categories qualifies for such change via the procedure referred to in point 66.B.105 in a Member State other than the Member State which issued the license, the maintenance organisation approved in accordance with Annex II (Part-145) shall send the aircraft maintenance licence together with the EASA Form 19 to the competent authority referred to in point 66.1 for stamp and signature of the change or reissue of the licence, as appropriate.</p>	<p>1. Maintenance experience should be written up in a manner that the reader has a reasonable understanding of where, when and what maintenance constitutes the experience. A task by task account is not necessary but at the same time a bland statement 'X years maintenance experience completed' is not acceptable. A log book of maintenance experience is desirable and some competent authorities may require such log book to be kept. It is acceptable to cross refer in the EASA Form 19 to other documents containing information on maintenance.</p> <p>2. Applicants claiming the maximum reduction in 66.A.30(a) total experience based upon having successfully completed 147.A.200 approved basic training should include the Part-147 certificate of recognition for approved basic training.</p> <p>3. Applicants claiming reduction in 66.A.30(a) total experience based upon having successfully completed technical training in an organisation or institute recognised by the competent authority as a competent organisation or institute, should include the relevant certificate of successful completion of training.</p>	<p>An application for an aircraft engineer licence, or an application for a variation of an aircraft engineer licence, must be made to CASA in the form approved by CASA</p>		No Issue

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(f) Each application shall be supported by documentation to demonstrate compliance with the applicable theoretical knowledge, practical training and experience requirements at the time of application.				
66.A.15 Eligibility An applicant for an aircraft maintenance licence shall be at least 18 years of age				Adopt ICAO Standard
<p>66.A.20 Privileges (a) The following privileges shall apply:</p> <p>1. A category A aircraft maintenance 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 certification authorisation referred to in point 145.A.35 of Annex II (Part-145).</p> <p>The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation.</p> <p>2. A category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B1 support staff following:</p> <ul style="list-style-type: none"> – maintenance performed on aircraft structure, powerplant and mechanical and electrical systems, – work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting. <p>Category B1 includes the corresponding A subcategory.</p> <p>3. A category B2 aircraft maintenance licence shall permit the holder:</p>	<p>AMC 66.A.20(a) Privileges</p> <p>1. The following definitions apply: Electrical system means the aircraft electrical power supply source, plus the distribution system to the different components contained in the aircraft and relevant connectors. Lighting systems are also included in this definition. When working on cables and connectors which are part of these electrical systems, the following typical practices are included in the privileges:</p> <ul style="list-style-type: none"> – Continuity, insulation and bonding techniques and testing; – Crimping and testing of crimped joints; – Connector pin removal and insertion; – Wiring protection techniques. <p>Avionics system means an aircraft system that transfers, processes, displays or stores analogue or digital data using data lines, data buses, coaxial cables, wireless or other data transmission medium, and includes the system's components and connectors. Examples of avionics systems include the following:</p> <ul style="list-style-type: none"> – Autoflight; – Communication, Radar and Navigation; – Instruments (see NOTE below); – In Flight Entertainment Systems; – Integrated Modular Avionics (IMA); 	<p>66.A.20 Privileges (a) The maintenance certification and certificate of release to service privileges of each category of licence are as follows:</p> <p>1. A person who holds a Category A licence endorsed with a subcategory may perform maintenance certification for that subcategory maintenance if:</p> <ul style="list-style-type: none"> (i) the person carried out the maintenance; and (ii) the maintenance is maintenance of a kind mentioned in Appendix II of the Part 145 MOS; <p>2. A person who holds a Category A licence endorsed with a subcategory may issue a certificate of release to service for maintenance if:</p> <ul style="list-style-type: none"> (i) the maintenance was carried out by the person; or (ii) the maintenance and its maintenance certification were carried out by another person who holds a Category A licence with the appropriate subcategory; and (iii) the maintenance was maintenance of a kind mentioned in Appendix II of the Part 145 MOS; and (iv) the aircraft being maintained is covered by the subcategory of licence held; <p>3. A reference to maintenance in subparagraphs (a) 1 or 2 does not include:</p> <ul style="list-style-type: none"> (i) supervision of maintenance; or 	<p>AMC 66.A.20 (a) – Privileges Category B2 An AMC, for a category B2 licence holder, for the purpose of satisfying the 6 months requirement of documented practical experience for category A maintenance tasks outlined under subparagraph 145.A.35 (o) 2. of the Part 145 MOS, would be met if the B2 licence holder previously held a Line Maintenance Authority (LMA) issued by CASA that covered category A maintenance tasks for a particular type of aircraft type and had actively been carrying out and certifying for the maintenance of those tasks, the LMA could be used as an AMC for the issue of the category A licence authorisation by the Part 145 AMO.</p>	<p>ICAO provides 2 privileges that are quite clear.</p> <p>Partial adoption is why CASRs introduced unnecessary issues</p> <p>Text and phrasing of the ASR Part 66 is very different from CASA's interpretation.</p>

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<p>(i) to issue certificates of release to service and to act as B2 support staff for following:</p> <ul style="list-style-type: none"> – maintenance performed on avionic and electrical systems, and – electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and <p>(ii) 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 certification authorisation referred to in point 145.A.35 of Annex II (Part-145). This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the ratings already endorsed in the B2 licence.</p> <p>The category B2 licence does not include any A subcategory.</p> <p>4. A category B2L aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B2L support staff for the following:</p> <ul style="list-style-type: none"> – maintenance performed on electrical systems; – maintenance performed on avionics systems within the limits of the system ratings specifically endorsed on the licence, and – when holding the ‘airframe system’ rating, performance of electrical and avionics tasks within power plant and mechanical systems, requiring only simple tests to prove their serviceability. 	<ul style="list-style-type: none"> – On-Board Maintenance Systems; – Information Systems; – Fly by Wire Systems (related to ATA27 ‘Flight Controls’); – Fibre Optic Control Systems. <p>NOTE: Instruments are formally included within the privileges of the B2 and B2L with system rating ‘instruments’. However, maintenance on electromechanical and pitot-static components may also be released by a B1, B3 or L licence holder.</p> <p>Simple test means a test described in approved maintenance data and meeting all the following criteria:</p> <ul style="list-style-type: none"> – The serviceability of the system can be verified using aircraft controls, switches, Built-in Test Equipment (BITE), Central Maintenance Computer (CMC) or external test equipment not involving special training. – The outcome of the test is a unique go – no go indication or parameter, which can be a single value or a value within an interval tolerance. No interpretation of the test result or interdependence of different values is allowed. – The test does not involve more than 10 actions as described in the approved maintenance data (not including those required to configure the aircraft prior to the test, i.e. jacking, flaps down, etc, or to return the aircraft to its initial configuration). Pushing a control, switch or button, and reading the corresponding outcome may be considered as a single step even if the maintenance data shows them separated. <p>Troubleshooting means the procedures and actions necessary, using</p>	<p>(ii) for a subcategory A1 licence, maintenance of a propeller-driven aeroplane unless the subcategory A1 licence holder:</p> <p>(A) holds a B1.1 subcategory endorsement that permits the holder to perform maintenance certification on the propeller system of a propeller-driven aeroplane; or</p> <p>(B) is positively endorsed in the subcategory A1 to provide such maintenance.</p> <p>4. Subject to paragraph 66.A.45 (b), a person who holds a Category B1 licence endorsed with a subcategory may perform maintenance certification for that subcategory maintenance if:</p> <p>(i) the person carried out the subcategory maintenance; and</p> <p>(ii) the maintenance is any of the following:</p> <p>(A) work on an aircraft system designated in Table 1, as structural, powerplant, mechanical or electrical;</p> <p>(B) unless the licence is specifically subject to an avionics LRU exclusion, replacement of an avionic line replaceable unit that requires only simple tests to prove its serviceability;</p> <p>(BA) updating the software in an avionic system, provided that:</p> <p>(I) the system has a discrete test facility to confirm the success of the updating; and</p> <p>(II) the serviceability of any other system affected by the updating is also confirmed; and</p> <p>(III) only simple tests are necessary to verify the serviceability of the system and any other system affected by the updating;</p> <p>(C) category A licence tasks of a kind mentioned in Appendix II of the</p>		

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<p>5. A category B3 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B3 support staff for the following:</p> <ul style="list-style-type: none"> – maintenance performed on aeroplane structure, power plant and mechanical and electrical systems; and – work on avionics systems requiring only simple tests to prove their serviceability and not requiring troubleshooting. <p>6. A category L aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as L support staff for the following:</p> <ul style="list-style-type: none"> – maintenance performed on aircraft structure, power plant and mechanical and electrical systems; – work on radio, Emergency Locator Transmitters (ELT) and transponder systems; and – work on other avionics systems requiring simple tests to prove their serviceability. <p>Subcategory L2 includes subcategory L1. Any limitation to subcategory L2 in accordance with point 66.A.45(h) becomes also applicable to subcategory L1. Subcategory L2C includes subcategory L1C.</p> <p>7. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance of the aircraft. The privileges apply to the aircraft in its entirety.</p> <p>(b) The holder of an aircraft maintenance licence may not exercise its privileges unless:</p> <ol style="list-style-type: none"> 1. in compliance with the applicable requirements of Annex I (Part-M), 	<p>approved maintenance data, in order to identify the root cause of a defect or malfunction. It may include the use of BITE or external test equipment.</p> <p>Line maintenance means any maintenance that is carried out before flight to ensure that the aircraft is fit for the intended flight. It may include:</p> <ul style="list-style-type: none"> – trouble shooting; – defect rectification; – component replacement with use of external test equipment, if required. Component replacement may include components such as engines and propellers; – scheduled maintenance and/or checks including visual inspections that will detect obvious unsatisfactory conditions/discrepancies but do not require extensive in depth inspection. It may also include internal structure, systems and powerplant items which are visible through quick opening access panels/doors; – minor repairs and modifications which do not require extensive disassembly and can be accomplished by simple means; – for temporary or occasional cases (Airworthiness Directives, hereinafter AD; service bulletins, hereinafter SB) the quality manager may accept base maintenance tasks to be performed by a line maintenance organisation provided all requirements are fulfilled. The Member State will prescribe the conditions under which these tasks may be performed. <p>Base Maintenance means any task falling outside the criteria that are given above for <i>Line Maintenance</i>.</p> <p>NOTE: Aircraft maintained in accordance with 'progressive' type programmes need to be individually</p>	<p>Part 145 MOS for the aircraft type rating or ratings held</p> <p>(D) functional checks of avionic systems that can be conducted as a simple test;</p> <p>(E) troubleshooting of avionic systems that can be conducted as a simple test;</p> <p>(F) as a daily, or manufacturer's equivalent, inspection, or as an extended diversion time operation (EDTO) pre-flight inspection;</p> <p>(G) scheduled routine inspection of fibre-reinforced plastic composite structures – but not including an inspection in which specialised equipment is used, or in which repairs to the composite structure are carried out;</p> <p>(H) inspection using an NDT method – but only if limited to liquid penetrant inspection using aerosol-packed materials.</p> <p>4A. For sub-sub-subparagraph 66.A.20 (a) 4. (ii) (F), despite any exclusions annotated on a licence, a daily or manufacturers' equivalent inspection also includes:</p> <ol style="list-style-type: none"> (i) check of the condition and security of attachment of wiring, plumbing, parts and appliances; and (ii) maintenance of instrument, or electrical, parts and appliances forming part of the powerplant, mechanical or structural system, limited to: <p>(A) external mechanical adjustments to facilitate correct operation of powerplant or mechanical or structural systems; and</p> <p>(B) replacement of instrument, or electrical, parts and appliances, connected by simple twist or terminal connectors – excluding instrument, or electrical parts and appliances, where maintenance involves functional tests</p>		

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<p>Annex II (Part-145), Annex Vb (Part-ML) and Annex Vd (Part-CAO); and</p> <p>2. in the preceding 2-year period he/she has, either had 6 months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of the appropriate privileges; and</p> <p>3. he/she has the adequate competence to certify maintenance on the corresponding aircraft; and</p> <p>4. he/she is able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written.</p>	<p>assessed in relation to this paragraph. In principle, the decision to allow some 'progressive' checks to be carried out is determined by the assessment that all tasks within the particular check can be carried out safely to the required standards at the designated line maintenance station.</p> <p>2. The category B3 licence does not include any A subcategory. Nevertheless, this does not prevent the B3 licence holder from releasing maintenance tasks typical of the A1.2 subcategory for piston-engine non-pressurized aeroplanes of 2 000 kg MTOM and below, within the limitations contained in the B3 licence.</p> <p>3. The B1.2 and B3 licences do not include any L subcategory. Nevertheless, the holder of a B1.2 or B3 licence with the appropriate ratings is entitled to receive, upon application, licences in the L1 and L2 subcategories under the conditions described in point 66.B.110(d).</p> <p>4. The privileges of the B2 licence with given aircraft ratings include the privileges of the B2L licence for all the system ratings for the same aircraft ratings. Nevertheless, the holder of a B2 licence with given aircraft ratings may apply for a B2L licence in order to include a different aircraft rating if the applicant only wants to demonstrate compliance with the experience requirements for certain system ratings.</p> <p>5. The category C licence permits certification of scheduled base maintenance by the issue of a single certificate of release to service for the complete aircraft after the completion of all such maintenance. The basis for this certification is that the maintenance has been carried out by competent mechanics, and category B1, B2, B2L, B3</p>	<p>and adjustments requiring the use of external specialised test equipment.</p> <p>5. A person who holds a Category B1 licence endorsed with a subcategory may issue a certificate of release to service for aircraft covered by a subcategory endorsed on the licence, after maintenance of the aircraft, if the maintenance was not base maintenance carried out on a large aircraft;</p> <p>5A. A person who:</p> <p>(i) on or before 30 June 2021, satisfies the requirements of each of paragraphs 66.A.25 (i), 66.A.30 (f), and 66.A.45 (j) of this MOS; and</p> <p>(ii) but for the repeal of regulation 31 would, thereby, have qualified for the issue of an aircraft maintenance engineer licence with the former engine category Group 1 or Group 2 rating, or the former airframe category Group 1, 2 or 19 rating; and</p> <p>(iii) on this basis, is issued with a Category B1 licence; may perform maintenance certifications and issue certificates of release to service for the following maintenance:</p> <p>(iv) all electrical maintenance on an aircraft fitted with a single generator and approved for V.F.R. operations only;</p> <p>(v) all instrument system maintenance for aircraft general instruments (but excluding RMI, inertial navigation and multi-axis autopilots) on an aircraft approved for V.F.R. operations only;</p> <p>(vi) periodic inspections for aircraft radio systems on an aircraft approved for V.F.R. operations only.</p> <p>Note 30 June 2021 is the date by which a person must satisfy the requirements mentioned in paragraphs 66.A.25 (i),</p>		

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
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	<p>and L support staff, as appropriate, have signed for the maintenance tasks under their respective specialisation. The principal function of the category C certifying staff is to ensure that all required maintenance has been called up and signed off by the category B1, B2, B2L, B3 and L support staff, as appropriate, before issue of the certificate of release to service. Only category C personnel who also hold category B1, B2, B2L, B3 or L qualifications may perform both roles in base maintenance.</p> <p>AMC 66.A.20(b)(2) Privileges The 6 months of maintenance experience in the preceding 2-year period should be understood as consisting of two elements, duration and nature of the experience. The minimum to meet the requirements for these elements may vary depending on the size and complexity of the aircraft and type of operation and maintenance.</p> <p>1. Duration: Within an approved maintenance organisation: – 6 months of continuous employment within the same organisation; or – 6 months split up into different blocks, employed within the same or in different organisations.</p> <p>The 6-month period can be replaced by 100 days of maintenance experience in accordance with the privileges, whether they have been performed within an approved organisation or as independent certifying staff according to M.A.801(b)1, or as a combination thereof.</p> <p>When a licence holder maintains and releases aircraft in accordance with M.A.801(b)1, in certain circumstances this number of days may even be reduced</p>	<p>66.A.30 (f) and 66.A.45 (j) of this MOS to qualify for a Category B1 or B2 licence (see subregulation 202.345 (1A) of CASR 1998).</p> <p>6. A person who holds a Category B2 licence may perform maintenance certification for Category B2 maintenance carried out on an aircraft if:</p> <p>(i) the person carried out the maintenance; and (ii) the maintenance was carried out: (A) on an aircraft system designated in Table 1 as avionic or electrical; or (B) on an instrument or electrical sub system of an aircraft system designated in Table 1 as structural, powerplant or mechanical; or (C) as a category A licence task of a kind mentioned in Appendix II of the Part 145 MOS within the limits of tasks specifically endorsed on the certification authorisation referred to in subparagraph 145.A.35 (b) 1 of the Part 145 MOS. This certification privilege is restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and is limited to the type ratings for a large aircraft endorsed in the B2 licence; or (D) to replace an avionic line replaceable unit that only requires simple tests to prove its serviceability, unless the licence is specifically subject to an avionics LRU exclusion; or (E) as a daily, or manufacturer's equivalent, inspection, or as an extended diversion time operation (EDTO) pre-flight inspection.</p> <p>6A. For sub-sub-subparagraph 66.A.20 (a) 6. (ii) (E), despite any exclusions annotated on a licence, a daily</p>		

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	<p>by 50% when agreed in advance by the competent authority. These circumstances consider the cases where the licence holder happens to be the owner of an aircraft and carries out maintenance on his/her own aircraft, or where a licence holder maintains an aircraft operated for low utilisation, that does not allow the licence holder to accumulate the required experience. This reduction should not be combined with the 20% reduction permitted when carrying out technical support, or maintenance planning, continuing airworthiness management or engineering activities. To avoid a too long period without experience, the working days should be spread over the intended 6-month period.</p> <p>2. Nature of the experience: Depending on the category of the aircraft maintenance licence, the following activities are considered relevant for maintenance experience:</p> <ul style="list-style-type: none"> – Servicing; – Inspection; – Operational and functional testing; – Trouble-shooting; – Repairing; – Modifying; – Changing component; – Supervising these activities; – Releasing aircraft to service. <p>For category A licence holders, the experience should include exercising the privileges, by means of performing tasks related to the authorization on at least one aircraft type for each licence subcategory.</p> <p>This means tasks as mentioned in AMC 145.A.30(g), including servicing,</p>	<p>or manufacturers' equivalent inspection also includes:</p> <ul style="list-style-type: none"> (i) check of the condition and security of attachment of wiring, plumbing, parts and appliances; and (ii) maintenance of instrument, or electrical, parts and appliances forming part of the powerplant, mechanical or structural system, limited to: <ul style="list-style-type: none"> (A) external mechanical adjustments to facilitate correct operation of powerplant or mechanical or structural systems; and (B) replacement of instrument, or electrical, parts and appliances, connected by simple twist or terminal connectors – excluding instrument, or electrical parts and appliances, where maintenance involves functional tests and adjustments requiring the use of external specialised test equipment. <p>7. A person who holds a Category B2 licence may issue a certificate of release to service for aircraft covered by the licence if the maintenance was not base maintenance carried out on a large aircraft;</p> <p>8. A person who holds a Category C licence may issue a certificate of release to service for base maintenance carried out on a large aircraft for the aircraft in its entirety, if:</p> <ul style="list-style-type: none"> (i) the maintenance was carried out on a large aircraft; and (ii) the Category C holder's licence is endorsed with the type rating for the large aircraft. 		

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EASR	AMC/GM	MoS	AMC/GM	
	<p>component changes and simple defect rectifications.</p> <p>For category B1, B2, B2L, B3 and L, for every aircraft included in the authorisation the experience should be on that particular aircraft or on a similar aircraft within the same licence (sub)category. Two aircraft can be considered to be similar when they have similar technology, construction and comparable systems, which means equally equipped with the following (as applicable to the licence category):</p> <ul style="list-style-type: none"> – Propulsion systems (piston, turboprop, turbofan, turboshaft, jet-engine or push propellers); and – Flight control systems (only mechanical controls, hydro-mechanically powered controls or electro-mechanically powered controls); and – Avionic systems (analogue systems or digital systems); and – Structure (manufactured of metal, composite or wood). <p>For licences endorsed with (sub) group ratings:</p> <ul style="list-style-type: none"> – In the case of a B1 licence endorsed with (sub)group ratings (either manufacturer sub-group or full (sub)group) as defined in 66.A.45, the holder should show experience on at least one aircraft type per (sub)group and per aircraft structure (metal, composite, wood). – In the case of a B2 or B2L licence endorsed with (sub)group ratings (either manufacturer subgroup or full (sub)group) as defined in 66.A.45, the holder should show experience on at least one aircraft type per (sub)group. – In the case of a B3 licence endorsed with the rating 'piston-engine non-pressurised aeroplanes of 2000 kg 			

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	<p>MTOM and below' as defined in 66.A.45, the holder should show experience on at least one aircraft type per aircraft structure (metal, metal-tubing with fabric, composite, wooden). For category C, the experience should cover at least one of the aircraft types endorsed on the licence.</p> <p>For a combination of categories, the experience should include some activities of the nature shown in paragraph 2 in each category.</p> <p>A maximum of 20% of the experience duration required may be replaced by the following relevant activities on an aircraft type of similar technology, construction and with comparable systems:</p> <ul style="list-style-type: none"> – Aircraft maintenance related training as an instructor/assessor or as a student; – Maintenance technical support/engineering; – Maintenance management/planning. <p>The experience should be documented in an individual log book or in any other recording system (which may be an automated one) containing the following data:</p> <ul style="list-style-type: none"> – Date; – Aircraft type; – Aircraft identification i.e. registration; – ATA chapter (optional); – Operation performed e.g. 100 FH check, MLG wheel change, engine oil check and complement, SB embodiment, trouble shooting, structural repair, STC embodiment, etc.; – In the particular case of Part-145 organisations, the type of maintenance i.e. base, line; 			

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	<ul style="list-style-type: none"> – Type of activity i.e. perform, supervise, release; – Subcategory used (A1, A2, A3, A4, B1.1, B1.2, B1.3, B1.4, B2, B2L, B3, C or L1, L1C, L2, L2C, L3G, L3H, L4G, L4H, L5); – Duration in days or partial-days. <p>AMC 66.A.20(b)3 Privileges The wording <i>'has the adequate competence to certify maintenance on the corresponding aircraft'</i> means that the licence holder and, if applicable, the organisation where he/she is contracted/employed, should ensure that he/she has acquired the appropriate knowledge, skills, attitude and experience to release the aircraft being maintained. This is essential because some systems and technology present in the particular aircraft being maintained may not have been covered by the training/examination/experience required to obtain the licence and ratings.</p> <p>This is typically the case, among others, in the following situations:</p> <ul style="list-style-type: none"> – Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to Part-66 'List of Type Ratings' after attending type training/on-the-job training which did not cover all the models/variants included in such rating. For example, a licence endorsed with the rating Airbus A318/A319/A320/A321 (CFM56) after attending type training/on-the-job training covering only the Airbus 320 (CFM56). – Type ratings which have been endorsed on a licence in accordance with Appendix I to AMC to Part-66 'List of Type Ratings' 			

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	<p>after a new variant has been added to the rating in Appendix I, without performing difference training. For example, a licence endorsed with the rating Boeing 737-600/700/800/900 for a person who already had the rating Boeing 737-600/700/800, without performing any difference training for the 737-900.</p> <ul style="list-style-type: none"> – Work being carried out on a model/variant for which the technical design and maintenance techniques have significantly evolved from the original model used in the type training/on-the-job training. – Specific technology and options selected by each customer which may not have been covered by the type training/on-the-job training. – Changes in the basic knowledge requirements of Appendix I to Part-66 not requiring re-examination of existing licence holders (grandfathered privileges). – The endorsement of group/subgroup ratings based on experience on a representative number of tasks/aircraft or based on type training/examination on a representative number of aircraft. – Persons meeting the requirements of 6 months of experience every 2 years only on certain similar aircraft types as allowed by AMC 66.A.20(b)2. – Persons holding a Part-66 licence with limitations, obtained through conversion of national qualifications (66.A.70), where such limitations are going to be lifted after performing the corresponding basic knowledge examinations. In this case, the type ratings endorsed in the 			

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	<p>licence may have been obtained in the national system without covering all the aircraft systems (because of the previous limitations) and there will be a need to assess and, if applicable, to train this person on the missing systems. Additional information is provided in AMC 145.A.35(a).</p>			
		<p>66.A.23 Requalification requirements (a) For paragraph 66.120 (2) (b) of CASR 1998, a licensed aircraft maintenance engineer is taken to comply with the requirements of that paragraph if, in the immediately preceding 2 years:</p> <ol style="list-style-type: none"> 1. he or she has had a period or periods of continuous employment amounting to at least 6 months, exercising the privileges mentioned in the Part 66 Manual of Standards for his or her licence or for a rating endorsed on the licence; or 2. within a period or periods of time amounting to 6 months, he or she has had at least 550 hours of experience in exercising those privileges. <p>(b) For paragraph 66.120 (2) (c) of CASR 1998, the requalification requirements for an A, B1 or B2 aircraft engineer licence holder are:</p> <ol style="list-style-type: none"> 1. carrying out maintenance (as an AME) of the kind that would be covered by the privileges of any of the licences held, for no less than a total of 100 days and retaining evidence of carrying out the maintenance; or 2. the holder obtains a report from an MTO authorised for category training or aircraft type training which states: 	<p>AMC 66.A.23 – Requalification requirement – (Part 147 MTO Report) An AMC for a theory and practical assessment in the range of maintenance activities that the holder is authorised by their licence and ratings to carry out, is a sampling assessment of contemporary knowledge of:</p> <ul style="list-style-type: none"> • the responsibilities of an aircraft maintenance licence holder in air law and airworthiness requirements; rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organisation and procedures; • aircraft engineering: characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft 	Unique

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		<p>(i) that the holder has been assessed within 28 days of the date of the report; and</p> <p>(ii) how the assessment was conducted – the assessment must include theory examination and practical assessment in a sampling of the range of maintenance activities that the holder is authorised by their licence and ratings to carry out; and</p> <p>(iii) that the MTO has certified that the holder continues to have the knowledge and skills necessary for the holder of an aircraft engineer licence with the ratings on the licence; or</p> <p>3. the holder is assessed by an AMO, or an organisation holding a certificate of approval to carry out maintenance activities issued under regulation 30 of CAR 1988, to determine that he or she continues to have the knowledge and skills necessary for the holder of an aircraft engineer licence with the ratings on the licence, and the assessment follows a process for requalifying individuals based on Australian competency-based training (CBT) standards and outlined in:</p> <p>(i) for the AMO – the AMO's exposition; or</p> <p>(ii) for the organisation holding a certificate of approval under regulation 30 of CAR 1988 – the organisation's system of quality control.</p> <p>(c) For paragraph 66.120 (2) (c) of CASR 1998, the requalification requirement for a Category C licence holder is that the AMO provides the holder with suitable continuing airworthiness experience to</p>	<p>structures, fastening techniques; powerplants and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;</p> <ul style="list-style-type: none"> • aircraft maintenance: tasks required to ensure the continuing airworthiness of an aircraft including methods and procedure for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in relevant maintenance manuals and the applicable standards of airworthiness; and • human performance relevant to aircraft maintenance. The requalification report needs to include details of the licence holder's demonstration of a continued ability to perform aircraft maintenance. <p>An AMC for an A, B1 or B2 LAME seeking requalification for their licence to satisfy the requalification requirements of 66.A.23 (b) 1., is evidence of carrying out maintenance of the kind that would be covered by the privileges of any licence</p>	

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		ensure that the holder has re-established their knowledge and skill.	held, for not less than a total of 100 days by any of the following methods: <ul style="list-style-type: none"> • a record of carrying out aircraft maintenance and signing for completion of that maintenance as an aircraft maintenance engineer (AME); or • a summary list of aircraft maintenance work carried out as an AME – (not signing as an AME); or • a SOE record of 100 days of maintenance; or • a Log of Industrial Experience; or • a list of aircraft and servicing that was required (business records for a small AMO) combined with evidence that the individual was employed by the AMO during the periods covered by the business records 	
<p>66.A.25 Basic knowledge requirements</p> <p>(a) For licences other than category L, an applicant for an aircraft maintenance licence, or for the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix I to Annex III (Part-66). The examination shall comply with the standard set out in Appendix II to Annex III (Part-66) and shall be conducted either by a training organisation appropriately approved in accordance with Annex IV (Part-147), or by the competent authority.</p> <p>(b) An applicant for an aircraft maintenance licence in category L</p>	<p>AMC 66.A.25 Basic knowledge requirements</p> <p>1. For an applicant being a person qualified by holding an academic degree in an aeronautical, mechanical or electronic discipline from a recognised university or other higher educational institute the need for any examination will depend upon the course taken in relation to Appendix I to Part-66.</p> <p>2. Knowledge gained and examinations passed during previous experiences, for example, in military aviation and civilian apprenticeships will be credited where the competent authority is satisfied that such knowledge and examinations are equivalent to that required by Appendix I to Part-66. 1. For an applicant being a</p>	<p>66.A.25 Basic knowledge and competency requirements</p> <p>(a) This section sets out the basic knowledge and competency requirements that must be met by a person who applies for:</p> <ol style="list-style-type: none"> 1. an aircraft engineer licence in a category or subcategory; or 2. the addition of a category or subcategory to the person's licence. <p>(b) If the application is in relation to a Category A, B1 or B2 licence, or for the addition of a subcategory to a licence, the applicant must demonstrate, by examination conducted by CASA or an MTO:</p> <ol style="list-style-type: none"> 1. knowledge of each module, applicable for the category or subcategory, in accordance with Part 2 of Appendix I; and 	<p>AMC 66.A.25 (e) – Basic knowledge and competency requirements</p> <p>Licence applicants who choose to use the self-study training pathway (in lieu of the MTO pathway) can decide what materials to study, but can gain the basic knowledge required for a category or subcategory of licence, via use Part 66 textbooks that are compliant with EASA Part 66 / 147 (i.e., which align to the Part 66 knowledge syllabus). Electronic and hard-copy publications of EASA Part 66</p>	<p>B3 not adopted B2L not adopted L licences not adopted</p>

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<p>within a given subcategory, or for the addition of a different subcategory, shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix VII to Annex III (Part-66). The examination shall comply with the standard set out in Appendix VIII to Annex III (Part-66) and shall be conducted by a training organisation appropriately approved in accordance with Annex IV (Part-147), by the competent authority or as agreed by the competent authority.</p> <p>The holder of an aircraft maintenance licence in subcategory B1.2 or category B3 is deemed to meet the basic knowledge requirements for a licence in subcategories L1C, L1, L2C and L2. The basic knowledge requirements for subcategory L4H include the basic knowledge requirements for subcategory L3H.</p> <p>The basic knowledge requirements for subcategory L4G include the basic knowledge requirements for subcategory L3G.</p> <p>(c) An applicant for an aircraft maintenance licence in category B2L for a particular 'system rating', or for the addition of another 'system rating', shall demonstrate by examination a level of knowledge of the appropriate subject modules in accordance with Appendix I to Annex III (Part-66). The examination shall comply with the standard set out in Appendix II to Annex III (Part-66) and shall be conducted either by a training organisation appropriately approved in accordance with Annex IV (Part-147), or by the competent authority.</p>	<p>person qualified by holding an academic degree in an aeronautical, mechanical or electronic discipline from a recognised university or other higher educational institute the need for any examination will depend upon the course taken in relation to Appendix I to Part-66.</p> <p>2. Knowledge gained and examinations passed during previous experiences, for example, in military aviation and civilian apprenticeships will be credited where the competent authority is satisfied that such knowledge and examinations are equivalent to that required by Appendix I to Part-66.</p>	<p>2. the level of knowledge for each sub-module, applicable for the category or subcategory, in accordance with Part 3 of Appendix I.</p> <p>(c) The level of knowledge mentioned in subparagraph (b) 2. must be demonstrated to the examination standard mentioned in Appendix II.</p> <p>(d) Subject to paragraph (db), paragraph (da) applies if:</p> <ol style="list-style-type: none"> 1. the applicant does not hold a Category B1 or B2 licence; and 2. the application is for a Category C licence. <p>(da) The applicant must demonstrate, by examination conducted by CASA or an MTO, the same matters mentioned in paragraph (b) and to the same examination standard mentioned in paragraph (c), as if the application is in relation to a Category B1 or B2 licence.</p> <p>(db) Paragraph (da) does not apply if the applicant holds an academic degree mentioned in subparagraph (h) 1.</p> <p>(e) The knowledge mentioned in paragraph (b) may be gained by:</p> <ol style="list-style-type: none"> 1. the training of the applicant by an MTO; or 2. self-study by the applicant. <p>(ea) The applicant must have undertaken the training or self-study mentioned in paragraph (e), and passed the examinations for the modules mentioned in paragraph (b), during the 10-year period before the date of the application.</p> <p>(eb) If the applicant was trained by an MTO, the applicant must hold each unit of competency listed and coded in Appendix IV that is marked "X", or stated to be its alternative, for the relevant category or subcategory of aircraft engineer licence.</p>	<p>textbooks are available online from many websites such as:</p> <ul style="list-style-type: none"> • EASA Part 66 Academy (bookstore) • AVIA EDUCON • Sterling Book House or • Aircraft Technical Book Company. <p>Notes:</p> <ol style="list-style-type: none"> 1. EASA Module 10 - EASA aviation legislation, does not apply to aircraft maintenance carried out under CASR. 2. CASA will provide the relevant CASR Part 66 Module 10 - Aviation legislation study guide on CASA's website 	

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<p>(d) The training courses and examinations shall have been passed within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory to such a licence. Should this not be the case, examination credits may be obtained in accordance with point (e).</p> <p>(e) The applicant may apply to the competent authority for full or partial examination credits for the basic knowledge requirements for:</p> <p>(i) basic knowledge examinations that do not meet the requirement laid down in point (d);</p> <p>(ii) any other technical qualification considered by the competent authority to be equivalent to the knowledge standard of Annex III (Part-66).</p> <p>Credits shall be granted in accordance with Subpart E of Section B of this Annex (Part-66).</p> <p>(f) Credits expire 10 years after they were granted to the applicant by the competent authority. The applicant may apply for new credits after expiration.</p>		<p>(f) In addition to the units of competency that are required under this section for a subcategory B1.1 or B1.2 licence, an applicant for the privilege that includes wooden structures or fabric surfaces or propellers, who was trained by an MTO, must hold each relevant optional unit of competency listed and coded in Appendix IV to this MOS that is marked:</p> <ol style="list-style-type: none"> 1. W – for wooden structures for the subcategory; and 2. Z – for fabric surfaces for the subcategory; and 3. P – for propellers for the subcategory. <p>(g) A person may be taken to hold the necessary qualifications or units of competency as set out above if an MTO has conducted a recognition of prior learning assessment in accordance with that MTO's course plan and exposition.</p> <p>(h) The academic qualifications required to satisfy the basic knowledge requirements for grant of a category C licence are:</p> <ol style="list-style-type: none"> 1. an academic degree (as a minimum, a 3 year bachelor of technology degree) in an aeronautical, mechanical, structural, electrical, electronic or avionics discipline obtained from a university or other higher educational institution recognised by CASA. <p>Use of CAR 31 to obtain the equivalent of an AME licence on or after 27 June 2015</p> <p>(i) Despite anything in paragraphs (b) to (g) of this section, for subregulation 202.345 (1) of CASR 1998, a person who, if regulation 31 were still in force, would meet the requirements of regulation 31 for the issue of an AME licence in a category mentioned in paragraph (j) is taken to meet the requirements of paragraphs (b) to (g) for the issue of the</p>		

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EASR	AMC/GM	MoS	AMC/GM	
		<p>Part 66 licence that is equivalent to the licence that would have been issued for the category if regulation 31 were still in force.</p> <p>(j) The licence categories mentioned in paragraph (i) are as follows:</p> <ol style="list-style-type: none"> 1. a licence in category airframes; 2. a licence in category engines; 3. a licence in category radio; 4. a licence in category electrical; 5. a licence in category instruments. 		
<p>66.A.30 Basic experience requirements</p> <p>(a) An applicant for an aircraft maintenance licence shall have acquired:</p> <p>1. for category A, subcategories B1.2 and B1.4 and category B3:</p> <p>(i) 3 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or</p> <p>(ii) 2 years of practical maintenance experience on operating aircraft and completion of training considered relevant by the competent authority as a skilled worker, in a technical trade; or</p> <p>(iii) 1 year of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147);</p> <p>2. for category B2 and subcategories B1.1 and B1.3:</p> <p>(i) 5 years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or</p> <p>(ii) 3 years of practical maintenance experience on operating aircraft and completion of training considered</p>	<p>AMC 66.A.30(a) Basic experience requirements</p> <p>1. For a category C applicant holding an academic degree the representative selection of tasks should include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.</p> <p>2. While an applicant to a category C licence may be qualified by having 3 years experience as category B1 or B2 certifying staff only in line maintenance, it is however recommended that any applicant to a category C holding a B1 or B2 licence demonstrate at least 12 months experience as a B1 or B2 support staff.</p> <p>3. A skilled worker is a person who has successfully completed a training, acceptable to the competent authority, involving the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would include the use of tools and measuring devices.</p> <p>4. Maintenance experience on operating aircraft: – means the experience of being involved in maintenance tasks on aircraft which</p>	<p>66.A.30 Basic practical experience requirements</p> <p>(a) An applicant for an aircraft engineer licence must have acquired the following practical experience:</p> <p>1. for a Category A, or subcategory B1.2 or B1.4, licence:</p> <p>(i) 3 years' practical maintenance experience on operating aircraft, if the applicant has not undertaken any relevant technical training; or</p> <p>Note See AMC/GM for CASR Part 66 for information about what is relevant technical training for this sub-subparagraph.</p> <p>(ii) 2 years' practical maintenance experience on operating aircraft, and completion of relevant training as a skilled worker in a technical trade; or</p> <p>Note See AMC/GM for CASR Part 66 for information about what is relevant training for this sub-subparagraph.</p> <p>(iii) 1 year's practical maintenance experience on operating aircraft, and completion of a category training course conducted by an MTO.</p> <p>2. for a Category B2, or subcategory B1.1 or B1.3, licence:</p> <p>(i) 5 years' practical maintenance experience on operating aircraft, if the</p>	<p>AMC 66.A.30 (a) – Basic practical experience requirements</p> <p>The term 'maintenance experience on operating aircraft' means the experience of being involved (i.e., individually performing or assisting in performing) in maintenance tasks on aircraft which are being utilised for operations such as regular public transport (RPT) operations, charter operations, aerial work and general aviation operations which cover a wide range of tasks in terms of length, complexity and variety.</p> <p>The experience should be gained in the real environment of maintenance as opposed to only the training school environment but may be combined with Part 147 approved training so that periods of training can be intermixed with periods of experience, similar to an apprenticeship.</p>	<p>B3 not adopted B2L not adopted L licence not adopted</p>

**Why won't CASA Adopt the EASA Part 66 Licence System?
Compare EASR & CASR Parts 66 – 9/2023**

EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>relevant by the competent authority as a skilled worker, in a technical trade; or</p> <p>(iii) 2 years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Annex IV (Part-147);</p> <p>2a. for category B2L:</p> <p>(i) 3 years of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), if the applicant has no previous relevant technical training; or</p> <p>(ii) 2 years of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), and completion of training, considered relevant by the competent authority, as a skilled worker in a technical trade; or</p> <p>(iii) 1 year of practical maintenance experience in operating aircraft, covering the corresponding system rating(s), and completion of a Part-147 approved basic training course. For the addition of (a) new system rating(s) to an existing B2L licence, 3 months of practical maintenance experience relevant to the new system rating(s) shall be required for each system rating added.</p> <p>2b. for category L:</p> <p>(i) 2 years of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities in the corresponding subcategory;</p> <p>(ii) as a derogation from point (i), 1 year of practical maintenance experience in operating aircraft covering a representative cross section of maintenance activities in the corresponding subcategory, subject to</p>	<p>are being operated by airlines, air taxi organisations, aero clubs, owners, etc., as relevant to the licence category/subcategory;</p> <p>– should cover a wide range of tasks in terms of length, complexity and variety;</p> <p>– aims at gaining sufficient experience in the real environment of maintenance as opposed to only the training school environment;</p> <p>– may be gained within different types of maintenance organisations (Part-145, M.A. Subpart F, Part-CAO, FAR-145, etc.) or under the supervision of independent certifying staff;</p> <p>– May be combined with Part-147 approved training (or other training approved by the competent authority) so that periods of training can be intermixed with periods of experience, similar to an apprenticeship;</p> <p>– may be full-time or part-time, either as professional or on a voluntary basis;</p> <p>– in the case of the L licence, it is acceptable that the 1 or 2 years of experience required by 66.A.30(a)(2b) covers maintenance performed only during the weekends (or equivalent periods) as long as the applicant has achieved a sufficient level of competency related to the applicable licence subcategory as attested by the corresponding statement(s) issued by the maintenance organisation(s) or independent certifying staff that supervised the applicant.</p> <p>5. In the case of an applicant for a licence including several categories/subcategories, it is acceptable to combine the periods of experience as long as there is a sufficient experience for</p>	<p>applicant has not undertaken any relevant technical training; or</p> <p>Note See AMC/GM for CASR Part 66 for information about what is relevant technical training for this sub-subparagraph.</p> <p>(ii) 3 years' practical maintenance experience on operating aircraft, and completion of relevant training as a skilled worker in a technical trade; or</p> <p>Note See AMC/GM for CASR Part 66 for information about what is relevant training for this sub-subparagraph.</p> <p>(iii) 2 years' practical maintenance experience on operating aircraft, and completion of a category training course conducted by an MTO.</p> <p>3. for a Category C licence:</p> <p>(i) 3 years' experience exercising Category B1.1, B1.3 or B2 privileges on large aircraft; or</p> <p>(ii) 5 years experience exercising Category B1.2 or B1.4 privileges on large aircraft; or</p> <p>(iii) for an applicant holding an academic degree mentioned in subparagraph 66.A.25 (h) 1. – 3 years' experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance, including at least 6 months of observation of base maintenance tasks.</p> <p>Note See AMC/GM for CASR Part 66 for information about what is a representative selection of tasks for this sub-subparagraph.</p> <p>(b) Subject to paragraph (d), if a person who holds an aircraft engineer licence applies to CASA to add a category (other than Category C), or subcategory, to the licence, the person must have gained the minimum period of practical maintenance experience, for the category or subcategory, on operating aircraft in accordance with Table 3.</p>	<p>Category A, subcategory B1.2 or B1.4, category B2, or subcategory B1.1 or B1.3 licence applicants</p> <p>For paragraphs 66.A.30 (a) 1. (i) and 2. (i), licence applicants who have not undertaken any relevant technical training prior to applying for a licence – 'relevant technical training' means knowledge and practical skills training that would be needed to perform specific tasks commonly related to the modification, repair, overhaul or inspection of mechanical, electrical or electronic equipment. The training would include the use of tools and measuring devices.</p> <p>For paragraphs 66.A.30 (a) 1. (ii) and 2. (ii), licence applicants who have completed relevant training as a skilled worker in a technical trade prior to applying for a licence – "completion of relevant training as a skilled worker in a technical trade " means technical training (acceptable to CASA), that a person has successfully completed, to qualify the person as a skilled worker in a technical trade. Such training must involve the manufacture, repair, overhaul or inspection of mechanical, electrical or electronic equipment (see GM 66.A.30 (a) below for the lists of vocational training and technical trade qualifications acceptable to</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>the introduction of the limitation provided for in point 66.A.45(h)(ii)(3). For the inclusion of an additional subcategory in an existing L licence, the experience required by points (i) and (ii) shall be 12 and 6 months respectively. The holder of an aircraft maintenance licence in category/subcategory B1.2 or B3 is deemed to meet the basic experience requirements for a licence in subcategories L1C, L1, L2C and L2.</p> <p>3. for category C with respect to complex motor-powered aircraft:</p> <p>(i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on complex motor-powered aircraft or as support staff according to point 145.A.35, or, a combination of both; or</p> <p>(ii) 5 years of experience exercising category B1.2 or B1.4 privileges on complex motor-powered aircraft or as support staff according to point 145.A.35, or a combination of both;</p> <p>4. for category C with respect to other than complex motor-powered aircraft: 3 years of experience exercising category B1 or B2 privileges on other than complex motor-powered aircraft or as support staff according to point 145.A.35, or a combination of both;</p> <p>5. for category C obtained through the academic route: an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution recognised by the competent authority, 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including 6 months of observation of base maintenance tasks.</p>	<p>each category/subcategory during the required period. Examples:</p> <ul style="list-style-type: none"> – Application for a B1.1 (turbine aeroplanes) + B1.3 (turbine helicopters): The Regulation requires 5 years of experience for B1.1 and 5 years of experience for B1.3 for an applicant with no relevant previous technical training: – It is not acceptable to combine the experience in a single 5-year period where the applicant has been working for 3 years on turbine aeroplanes and 2 years on turbine helicopters. – However, it is acceptable to combine the experience in a single 5-year period if the applicant has been working for 5 years on turbine aeroplanes and turbine helicopters (for example, aeroplanes in the morning, helicopters in the afternoon, or a few days every week on aeroplanes and a few days every week on helicopters). – Application for a B1.1 (turbine aeroplanes) + B2 (avionics): The Regulation requires 5 years of experience for B1.1 and 5 years of experience for B2 for an applicant with no relevant previous technical training. – It is not acceptable to combine the experience in a single 5-year period where the applicant has been working for 3 years on turbine aeroplanes (with no avionics work) and 2 years on avionics systems. – However, it is acceptable to combine the experience in a single 5-year period if the applicant has been working for 5 years on structures, powerplant, mechanical and electrical systems and avionics (for B1.1 tasks in the morning, B2 tasks in the afternoon, or a few days 	<p>(c) The experience mentioned in paragraph (b) must have been gained from a representative cross-section of maintenance tasks on operating aircraft relevant to the category or subcategory. Note See AMC/GM for CASR Part 66 for information about what is a representative cross-section of maintenance tasks for this paragraph.</p> <p>(d) The minimum period of experience mentioned in paragraph (b) is reduced by 50% if the applicant has completed a training course, relevant to the category or subcategory, conducted by an MTO.</p> <p>(e) At least 1 year of the experience mentioned in paragraph (a) must be recent experience gained on aircraft relevant to the category, or subcategory, of the initial licence applied for. Note See AMC/GM for CASR Part 66 for information about what is recent experience for this paragraph.</p> <p>(ea) Subject to paragraph (d), at least 3 months of the experience mentioned in paragraph (b) must be recent experience gained on aircraft relevant to the category, or subcategory, of licence sought to be added. Note See AMC/GM for CASR Part 66 for information about what is recent experience for this paragraph.</p> <p>(eb) Aircraft maintenance experience gained outside a civil aircraft maintenance environment is taken to be practical maintenance experience for paragraph (a) if an MTO certifies, in writing, to CASA that:</p> <ol style="list-style-type: none"> 1. the experience gained is equivalent to the practical maintenance experience; and 2. the applicant has adequate additional practical maintenance experience on civil aircraft to ensure an adequate understanding of the civil aircraft maintenance environment. <p>(ec) The experience mentioned in paragraph (a) or (b) must have been gained by</p>	<p>CASA). The training would include the use of tools and measuring devices.</p> <p>Category C licence applicant holding an academic degree For paragraph 66.A.30 (a) 3. (iii), category C licence applicant holding an academic degree, a 'representative selection of tasks' must include the observation of hangar maintenance, maintenance planning, quality assurance, record-keeping, approved spare parts control and engineering development.</p> <p>AMC 66.A.30 (c) – Basic practical experience requirements</p> <p>For existing licence holders who apply to CASA to add a category or subcategory to their licence, the sentence "a representative cross-section of maintenance tasks" means the person's practical maintenance experience must cover a variety of different tasks carried out on the aircraft and the aircraft systems (such as modifications, inspections, component removal/installation, testing, troubleshooting and rectification). The experience must be representative of the aircraft and aircraft systems relevant to the category or subcategory of licence applied for.</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>(b) An applicant for an extension to an aircraft maintenance licence shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or subcategory of licence applied for as defined in Appendix IV to this Annex (Part-66).</p>	<p>every week for B1.1 tasks and a few days every week for B2 tasks).</p> <ul style="list-style-type: none"> – Application for a B1.1, B1.2, B1.3, B1.4 and B2: The Regulation requires 5 years of experience for B1.1, B1.3 and B2 and 3 years of experience for B1.2 and B1.4 for an applicant with no relevant previous technical training. – In this case, it is very unlikely that the experience for each category/subcategory would be sufficient. <p>AMC 66.A.30(c) basic experience requirements In the case of the category B2L licence, the sentence 'a representative cross section of maintenance tasks on aircraft' refers to the person that has carried out some maintenance tasks that are representative of the systems corresponding to the system ratings for which he/she applies (see 66.A.3). These tasks may include troubleshooting, modifications or repairs.</p> <p>AMC 66.A.30(d) basic experience requirements To be considered as recent experience; at least 50% of the required 12-month recent experience should be gained within the 12 month period prior to the date of application for the aircraft maintenance licence. The remainder of the recent experience should have been gained within the 7-year period prior to application. It must be noted that the rest of the basic experience required by 66.A.30 must be obtained within the 10 years prior to the application as required by 66.A.30(f).</p> <p>AMC 66.A.30(e) basic experience requirements</p>	<p>the applicant during the 10-year period before the date of the application for the licence or the addition of the category, or subcategory, to the licence.</p> <p>Use of CAR 31 to obtain the equivalent of an AME licence on or after 27 June 2015</p> <p>(f) Despite anything in paragraphs (a) to (ec) of this section, for subregulation 202.345 (1) of CASR 1998, a person who, if regulation 31 were still in force, would meet the requirements of regulation 31 for the issue of an AME licence in a category mentioned in paragraph (g) is taken to meet the requirements of paragraphs (a) to (ec) for the issue of the Part 66 licence that is equivalent to the licence that would have been issued for the category if regulation 31 were still in force.</p> <p>(g) The licence categories mentioned in paragraph (f) are as follows:</p> <ol style="list-style-type: none"> 1. a licence in category airframes; 2. a licence in category engines; 3. a licence in category radio; 4. a licence in category electrical; 5. a licence in category instruments. 	<p>AMC 66.A.30 (e) – Basic practical experience requirements</p> <p>To be considered as 'recent experience'; at least 50% of the 1 year recent experience required for grant of an initial licence, must be gained within the 12-month period prior to the date of application for the licence. The remainder of the recent experience must have been gained within the 7-year period prior to application.</p> <p>Note: The balance of the basic practical maintenance experience required by paragraph 66.A.30 (a), must be obtained within the 10 years prior to the application as required by paragraph 66.A.30 (ec).</p> <p>Example: A person who has completed relevant training (acceptable to CASA) as a skilled worker in a technical trade is applying to CASA for a category B2 licence. Paragraph 66.A.30 (a) 2. (ii) states – a total of 3 year's practical maintenance experience is required by the applicant. Paragraph 66.A.30 (e) states – at least 1 year of that experience must be 'recent experience'. At least 50% (i.e. 6 months) of this recent experience must be gained within the 12 months prior to application. The remaining 6 months 'recent experience' must be gained within the 7 year period prior to</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
	<p>1. For categories A and L, the additional experience should be a minimum of 6 months in a civil aircraft maintenance environment. For categories B1, B2, B2L or B3, the additional experience should be a minimum of 12 months in a civil aircraft maintenance environment.</p> <p>2. Aircraft maintenance experience gained outside a civil aircraft maintenance environment may include aircraft maintenance experience gained in armed forces, coast guards, police etc. or in aircraft manufacturing.</p>		<p>application. The balance of practical experience required (i.e. 2 years), must be gained within the 10 year period prior to application, as required by paragraph 66.A.30 (ec).</p> <p>AMC 66.A.30 (ea) – Basic practical experience requirements</p> <p>For existing licence holders who apply to CASA to add a category or subcategory to their licence, the minimum maintenance experience required is listed in Table 3 of paragraph (b). Of that total experience, the 'recent experience' component may be less than 1 year but must be at least 3 months. To be considered as recent experience, this experience must have been gained within the 12-month period prior to the date of application. The remainder of the recent experience must have been gained within the 7-year period prior to application.</p> <p>Note: The balance of the basic practical maintenance experience required by paragraph 66.A.30 (b) must be obtained within the 10 years prior to the application as required by paragraph 66.A.30 (ec).</p> <p>Example: A current subcategory B1.2 licence holder is applying to add a subcategory B1.1 licence to his/her existing licence. Table 3</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
			<p>under 66.A.30 (b) states – a total of 2 year's practical maintenance experience is required by the applicant. A minimum of 3 months of this experience must be 'recent experience' and therefore needs to be gained within the 12 months prior to application. The remaining 9 months of the recent experience must be gained within the 7 year period prior to application. The balance of practical experience required (i.e. 1 year), must be gained within the 10 year period prior to application, as required by paragraph 66.A.30 (ec).</p> <p>AMC 66.A.30 (eb) – Basic practical experience requirements</p> <p>While a matter for an MTO, for a category A licence, the additional experience of civil aircraft maintenance CASA would expect is a minimum of 6 months. For a category B1 or B2 licence, the additional experience of civil aircraft maintenance CASA would expect is a minimum of 12 months.</p> <p>Aircraft maintenance experience gained outside a civil aircraft maintenance environment can include aircraft maintenance experience gained in the military, customs, coast guard - (or equivalent), police or in aircraft manufacturing</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>66.A.40 Continued validity of the aircraft maintenance licence (a) The aircraft maintenance licence becomes invalid 5 years after its last issue or change, unless the holder submits his/her aircraft maintenance licence to the competent authority that issued it, in order to verify that the information contained in the licence is the same as that contained in the competent authority records, pursuant to point 66.B.120. (b) The holder of an aircraft maintenance licence shall complete the relevant parts of EASA Form 19 (see Appendix V) and submit it with the holder's copy of the licence to the competent authority that issued the original aircraft maintenance licence, unless the holder works in a maintenance organisation approved in accordance with Annex II (Part-145) that has a procedure in its exposition whereby such organisation may submit the necessary documentation on behalf of the aircraft maintenance licence holder. (c) Any certification privilege based upon a aircraft maintenance licence becomes invalid as soon as the aircraft maintenance licence is invalid. (d) The aircraft maintenance licence is only valid (i) when issued and/or changed by the competent authority and (ii) when the holder has signed the document.</p>	<p>GM 66.A.40 Continued validity of the aircraft maintenance licence The validity of the aircraft maintenance licence is not affected by recency of maintenance experience whereas the validity of the 66.A.20 privileges is affected by maintenance experience as specified in 66.A.20(a).</p>			Should have been adopted. Number of LAMEs in aviation is totally unknown.
<p>66.A.45 Endorsement with aircraft ratings (a) In order to be entitled to exercise certification privileges on a specific aircraft type, the holder of an aircraft maintenance licence needs to have their licence endorsed with the relevant aircraft ratings:</p>	<p>GM 66.A.45 Endorsement with aircraft ratings The following table shows a summary of the aircraft rating requirements contained in 66.A.45, 66.A.50 and Appendix III to Part-66. The table contains the following: – The different aircraft groups.</p>	<p>66.A.45 Type/task training and ratings (a) The holder of a Category A licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant Category A aircraft task training carried out by an appropriately approved AMO or MTO, which must include:</p>	<p>AMC 1 - Practical element of type training - PCT An AMC, for the purpose of delivering the practical element of type training is the use of Practical Consolidation Training (PCT) courses. Additional information for PCT can be found in AC 147-01 Practical Consolidation</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>– For category B1, B2 or C, the relevant aircraft ratings are the following: (i) for Group 1 aircraft, the appropriate aircraft type rating; (ii) for Group 2 aircraft, the appropriate aircraft type rating, manufacturer subgroup rating or full subgroup rating; (iii) for Group 3 aircraft, the appropriate aircraft type rating or full group rating; (iv) for Group 4 aircraft, for the category B2 licence, the full group rating.</p> <p>– For category B2L, the relevant aircraft ratings are the following: (i) for Group 2 aircraft, the appropriate manufacturer subgroup rating or full subgroup rating; (ii) for Group 3 aircraft, the full group rating; (iii) for Group 4 aircraft, the full group rating.</p> <p>– For category B3, the relevant rating is ‘piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below’.</p> <p>– For category L, the relevant aircraft ratings are the following: (i) for subcategory L1C, the rating ‘composite sailplanes’; (ii) for subcategory L1, the rating ‘sailplanes’; (iii) for subcategory L2C, the rating ‘composite powered sailplanes and composite ELA1 aeroplanes’; (iv) for subcategory L2, the rating ‘powered sailplanes and ELA1 aeroplanes’; (v) for subcategory L3H, the rating ‘hot-air balloons’;</p>	<p>– For each licence (sub)category, which ratings are possible (at the choice of the applicant): – Individual type ratings. – Full and/or Manufacturer (sub)group ratings – For each rating option, which are the qualification options.</p> <p>– For the B1.2 licence (Group 3 aircraft), the B3 licence (piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below) and the L licences, which are the possible limitations and ratings to be included in the licence if not sufficient experience can be demonstrated in those areas.</p> <p>Note: OJT means ‘On-the-Job Training’ (Appendix III to Part-66, Section 6) and is only required for the first aircraft rating in the licence (sub)category.</p> <p>AMC 66.A.45(d);(e)3;(f)1;(g)1;(h) Endorsement with aircraft ratings 1. The ‘practical experience’ should cover a representative cross section including at least: – for categories B1, B2, B2L and B3: 50 % of the tasks contained in Appendix II to the AMC relevant to the licence category and to the applicable aircraft type ratings or aircraft (sub)group ratings being endorsed; – for category L: – in the subcategories L1, L1C, L2 or L2C: 50 % as in the paragraph related to B1, B2, B2L or B3; – in the subcategories L3H and L3G for ‘Balloons’ or L4H, L4G and L5 for ‘Airships’, 80 % of the tasks should be demonstrated, and should include the</p>	<p>1. practical hands on training and theoretical training as appropriate for each task authorised; and 2. satisfactory completion of training demonstrated by an examination and/or by workplace assessment carried out by an AMO or MTO authorised to conduct such training.</p> <p>(b) The holder of a subcategory B1.1, B1.2, B1.3, B1.4, or Category B2, licence may exercise his or her certification privileges on a non-rated aircraft when the licence is endorsed with the appropriate category or subcategory for the maintenance required for that non-rated aircraft. Note The holder of a subcategory B1.1, B1.2, B1.3, B1.4, or Category B2, licence does not require a type rating to exercise his or her certification privileges on aircraft systems other than the powerplant systems of: (i) a large aircraft with a particular type of aircraft engine; or (ii) a small aircraft with a particular type of aircraft engine.</p> <p>(ba) The holder of a subcategory B1.1, B1.2, B1.3, B1.4, or Category B2 or C, licence must only exercise his or her certification privileges on a particular type, or type and model, of a large aircraft with a particular type of aircraft engine when the licence is endorsed with the appropriate aircraft type rating by CASA. Note These are aircraft referred to in paragraph (a) of regulation 66.010 of CASR 1998 definition of aircraft type. (bb) The holder of a subcategory B1.1, B1.2, B1.3 or B1.4 licence must only exercise his or her certification privileges on the powerplant systems of: 1. a large aircraft with a particular type of aircraft engine; or</p>	<p>Training. PCT program assessments need to be conducted by a Part 147 MTO assessor.</p> <p>AMC 2 - Practical element of type training - POC An AMC is delivery of practical training in conjunction with the theory training course. Practical-On-Course (POC) training is that which is gained in the conduct of the type course. Additional information about POC training can be found in AC 66-07 Practical training options for aircraft type training and recording of recent work experience.</p> <p>AMC 3 - Practical element of type training - OJT An alternative AMC is the combination of AMC 1 or AMC 2 practical training, combined with completion of On-the-Job Training. OJT may also be utilised as a standalone AMC for gaining practical experience. Additional information about OJT can be found in AC 66-07 Practical training options for aircraft type training and recording of recent work experience.</p> <p>AMC 4 - Practical element of type training - CASA assessment of SOE</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>(vi) for subcategory L3G, the rating 'gas balloons'</p> <p>(vii) for subcategory L4H, the rating 'hot-air airships';</p> <p>(viii) for subcategory L4G, the rating 'ELA2 gas airships';</p> <p>(ix) for subcategory L5, the appropriate airship type rating.</p> <p>– For category A, no rating is required, subject to compliance with the requirements of point 145.A.35 of Annex II (Part-145).</p> <p>(b) The endorsement of aircraft type ratings requires the satisfactory completion of one of the following:</p> <p>– the relevant category B1, B2 or C aircraft type training in accordance with Appendix III to Annex III (Part-66);</p> <p>– in the case of gas airship type ratings on a B2 or L5 licence, a type training approved by the competent authority in accordance with point 66.B.130.</p> <p>(c) For other than category C licences, in addition to the requirements of point (b), the endorsement of the first aircraft type rating within a given category/subcategory requires satisfactory completion of the corresponding on-the-job training. This on-the-job training shall comply with Appendix III to Annex III (Part-66), except in the case of gas airships, where it shall be directly approved by the competent authority.</p> <p>(d) By derogation from points (b) and (c), for Group 2 and 3 aircraft, aircraft type ratings may also be endorsed on a licence after completing the following steps:</p> <p>– satisfactory completion of the relevant category B1, B2 or C aircraft type</p>	<p>tasks identified with an asterisk (*) in the Appendix;</p> <p>This experience should cover tasks from each paragraph of the Appendix II list. Other tasks than those in the Appendix II may be considered as a replacement when they are relevant. In the case of (sub)group ratings, this experience may be shown by covering one or several aircraft types of the applicable (sub)group and may include experience on aircraft classified in group 1, 2 and/or 3 as long as the experience is relevant. The practical experience should be obtained under the supervision of authorised certifying staff.</p> <p>2. In the case of endorsement of individual type ratings for Group 2 and Group 3 aircraft, for the second aircraft type of each manufacturer (sub)group the practical experience should be reduced to 30% of the tasks contained in Appendix II to AMC relevant to the licence category and to the applicable aircraft type. For subsequent aircraft types of each manufacturer (sub) group this should be reduced to 20%.</p> <p>3. Practical experience should be demonstrated by the submission of records or a log book showing the Appendix II tasks performed by the applicant. Typical data to be recorded are similar to those described in AMC 66.A.20(b)2.</p> <p>AMC 66.A.45(e) Endorsement with aircraft ratings</p> <p>1. For the granting of manufacturer subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence 'at least two aircraft types from the same manufacturer which combined are representative of the applicable</p>	<p>2. a small aircraft with a particular type of aircraft engine;</p> <p>when the licence is endorsed with the appropriate aircraft type rating by CASA.</p> <p>Note These are aircraft referred to in paragraphs (b) and (c) of regulation 66.010 of CASR 1998 definition of aircraft type.</p> <p>(c) A type rating may only be issued by CASA:</p> <p>1. following satisfactory completion of the relevant Category B1, B2 or C aircraft type training:</p> <p>(i) approved by CASA; or</p> <p>(ii) conducted by an appropriately approved MTO; or</p> <p>(iii) conducted in accordance with paragraph (h); or</p> <p>2. if each of the following applies:</p> <p>(i) the applicant is a category B2 licence holder (the holder) with a rating (a type rating) for a particular type, or type and model, of large aircraft with a particular type of aircraft engine (a large aircraft type);</p> <p>(ii) the holder applies for a rating (the different type rating) for a large aircraft type, that is different from his or her type rating;</p> <p>(iii) the large aircraft type to which the different type rating would apply has the same manufacturer as the large aircraft type to which the holder's type rating applies;</p> <p>(iv) CASA carries out an RPL assessment that compares the differences between the large aircraft type to which the type rating applies and the large aircraft type to which the different type rating would apply;</p> <p>(v) CASA determines that the B2 systems differences between the 2 large aircraft types are not such as to require further</p>	<p>(Valid for use until 30 June 2021.) An AMC is CASA's assessment of a SOE record of practical experience gained in relation to the B1 or B2 aircraft type rating being applied for. The CASA assessment would be to the relevant equivalent standards for the B1 or B2 aircraft type rating as described within the AME Procedures Manual, Aviation Advisory Circular 9 series and SOE front cover guidance for regulation 31 of CAR practical experience requirements. If utilising PCT or POC to gain the practical experience required in relation to the B1 or B2 for a first aircraft type rating, a 25% reduction in SOE would be available.</p> <p>Additional information on SOE regarding the hours of practical experience required by a B1 licence holder for the cross section of tasks within each ATA chapter representative of the aircraft and aircraft systems can be found in the Attachment 1 to this Appendix.</p>	

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
<p>examination in accordance with Appendix III to this Annex (Part-66);</p> <p>– in the case of B1 and B2 category, demonstration of practical experience in the aircraft type. In that case, the practical experience shall include a representative cross section of maintenance activities relevant to the licence category.</p> <p>In the case of a category C rating, for a person qualified through the academic route as referred to in point (a)(5) of point 66.A.30, the first relevant aircraft type examination shall be at the category B1 or B2 level.</p> <p>(e) For Group 2 aircraft:</p> <p>(i) the endorsement of manufacturer subgroup ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements for at least two aircraft types from the same manufacturer, which combined are representative of the applicable manufacturer subgroup;</p> <p>(ii) the endorsement of full subgroup ratings for category B1 and C licence holders requires complying with the aircraft type rating requirements for at least three aircraft types from different manufacturers, which combined are representative of the applicable subgroup;</p> <p>(iii) the endorsement of manufacturer subgroup and full subgroup ratings for category B2 and B2L licence holders requires demonstration of practical experience which shall include a representative cross section of maintenance activities relevant to the licence category and to the applicable aircraft subgroup and, in the case of the</p>	<p>manufacturer subgroup' means that the selected aircraft types should cover the technologies relevant to the manufacturer subgroup in the following areas:</p> <p>– Flight control systems (mechanical controls/hydraulically powered controls / electromechanically powered controls); and</p> <p>– Avionic systems (analogue systems / digital systems); and</p> <p>– Structure (manufactured of metal / composite / wood).</p> <p>In cases where there are very different aircraft types within the same manufacturer subgroup, it may be necessary to cover more than two aircraft types to ensure adequate representation. For this purpose it may be possible to use aircraft types from the same manufacturer classified in Group 1 as long as the selected aircraft belong to the same licence subcategory for which the rating will be endorsed.</p> <p>2. For the granting of full subgroup ratings for Group 2 aircraft, for B1 and C licence holders, the sentence 'at least three aircraft types from different manufacturers which combined are representative of the applicable subgroup' means that the selected aircraft types should cover all the technologies relevant to the manufacturer subgroup in the following areas:</p> <p>– Flight control systems (mechanical controls/hydraulically powered controls / electromechanically powered controls); and</p> <p>– Avionic systems (analogue systems / digital systems); and</p>	<p>training of the holder for the issue of the different type rating.</p> <p>3. if each of the following applies:</p> <p>(i) the applicant is a category B1 licence holder (the holder) with a rating (a type rating) for a particular type, or type and model, of large aircraft with a particular type of aircraft engine (a large aircraft type);</p> <p>(ii) the holder applies for a rating (the different type rating) for a large aircraft type, that is different from his or her type rating;</p> <p>(iii) the large aircraft type to which the different type rating would apply has the same manufacturer as the large aircraft type to which the holder's type rating applies;</p> <p>(iv) CASA carries out an RPL assessment that compares the differences between the large aircraft type to which the type rating applies and the large aircraft type to which the different type rating would apply;</p> <p>(v) CASA determines that the B1 engine (powerplant) interface differences between the 2 large aircraft types are not such as to require further training of the holder for the issue of the different type rating.</p> <p>Note In subparagraphs (c) 2 and (c) 3, a large aircraft type means, in accordance with paragraphs (a) and (b) of the definition of aircraft type in regulation 66.010 of CASR 1998:</p> <p>(a) a particular type, or type and model, of large aircraft with a particular type of aircraft engine; or</p> <p>(b) a large aircraft with a particular type of aircraft engine.</p> <p>(d) An applicant for a Category B1 or B2 aircraft type rating must complete the applicable type training in relation to</p>		

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<p>B2L licence, relevant to the applicable system rating(s);</p> <p>(iv) by derogation from point (e)(iii), the holder of a B2 or B2L licence, endorsed with a full subgroup 2b, is entitled to be endorsed with a full subgroup 2c.</p> <p>(f) For Group 3 and 4 aircraft:</p> <p>(i) the endorsement of the full Group 3 rating for category B1, B2, B2L and C licence holders and the endorsement of the full Group 4 rating for B2 and B2L licence holders require demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category and to Group 3 or 4, as applicable;</p> <p>(ii) for category B1, unless the applicant provides evidence of appropriate experience, Group 3 rating shall be subject to the following limitations, which shall be endorsed on the licence:</p> <ul style="list-style-type: none"> – pressurised aeroplanes, – metal-structure aeroplanes, – composite-structure aeroplanes, – wooden-structure aeroplanes, – aeroplanes with metal-tubing structure covered with fabric; <p>(iii) by derogation from point (f)(i), the holder of a B2L licence, endorsed with a full subgroup 2a or 2b, is entitled to be endorsed with Groups 3 and 4.</p> <p>(g) For the B3 licence:</p> <p>(i) the endorsement of the rating 'piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below' requires demonstration of practical experience, which shall include a representative cross section of maintenance activities relevant to the licence category;</p>	<p>– Structure (manufactured of metal / composite / wood).</p> <p>In cases where there are very different aircraft types within the same subgroup, it may be necessary to cover more than three aircraft types to ensure adequate representation.</p> <p>For this purpose it may be possible to use aircraft types from different manufacturers classified in Group 1 as long as the selected aircraft belong to the same licence subcategory for which the rating will be endorsed.</p> <p>3. For manufacturer subgroup ratings, the term 'manufacturer' means the TC holder defined in the certification data sheet, which is reflected in the list of type ratings in Appendix I to AMC to Part-66.</p> <p>In the case of an aircraft rating where the type rating refers to a TC holder made of a combination of two manufacturers which produce a similar aircraft (i.e. AGUSTA / BELL HELICOPTER TEXTRON or any case of aircraft similarly built by another manufacturer) this combination should be considered as one manufacturer.</p> <p>As a consequence:</p> <ul style="list-style-type: none"> – When a licence holder gets a manufacturer type or a manufacturer subgroup rating made of a combination of manufacturers, it covers the combination of such manufacturers. – When a licence holder who intends to endorse a full subgroup rating selects three aircraft from different manufacturers, this means from different combinations of manufacturers as applicable. <p>GM 66.A.45(h)2 Endorsement with aircraft ratings</p>	<p>paragraph 66.A.20 (a) privileges, which consists of:</p> <ol style="list-style-type: none"> 1. theoretical training and examination; and 2. practical training and assessment as specified in sections 66.A.50 and 66.A.55. <p>(e) Category C approved type training must comply with the requirements for such training in Appendix III to this MOS. In the case of a Category C licence holder qualified by holding an academic degree mentioned in subparagraph 66.A.25 (h) 1., the first aircraft type theoretical training must be at the Category B1 or B2 licence level. Practical training is not required.</p> <p>(f) Completion of approved aircraft type training, as required by paragraphs (b) to (c), must be demonstrated by an examination. The examination must comply with the requirements in Appendix III to this MOS.</p> <p>(g) The training and assessment for a restricted rating for an aircraft type may be in:</p> <ol style="list-style-type: none"> 1. a subset of the theoretical elements mentioned in Part 2 of Appendix III that are indicated for the category or subcategory by the numerical level of the type training; and 2. the corresponding practical elements mentioned in Part 3 of Appendix III that are appropriate for the category or subcategory and the rating, only if the MTO provides in the course plan for the training a description of: <ol style="list-style-type: none"> (i) the training and assessment in the subset of theoretical elements and its corresponding practical elements; and (ii) the persons eligible to undertake the training and assessment; and 		

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<p>(ii) unless the applicant provides evidence of appropriate experience, the rating referred to in point (i) shall be subject to the following limitations, which shall be endorsed on the licence:</p> <ul style="list-style-type: none"> – wooden-structure aeroplanes, – aeroplanes with metal-tubing structure covered with fabric, – metal-structure aeroplanes, – composite-structure aeroplanes. <p>(h) For all L licence subcategories, other than L5:</p> <p>(i) the endorsement of ratings requires demonstration of practical experience which shall include a representative cross section of maintenance activities relevant to the licence subcategory;</p> <p>(ii) unless the applicant provides evidence of appropriate experience, the ratings shall be subject to the following limitations, which shall be endorsed on the licence:</p> <p>(1) for ratings ‘sailplanes’ and ‘powered sailplanes and ELA1 aeroplanes’:</p> <ul style="list-style-type: none"> – wooden-structure aircraft covered with fabric, – aircraft with metal-tubing structure covered with fabric, – metal-structure aircraft, – composite-structure aircraft, <p>(2) for the rating ‘gas balloons’:</p> <ul style="list-style-type: none"> – other than ELA1 gas balloons; and <p>(3) if the applicant has only provided evidence of one-year experience in accordance with the derogation contained in point 66.A.30(a)(2b)(ii), the following limitation shall be endorsed on the licence:</p> <p>‘complex maintenance tasks provided for in Appendix VII to Annex I (Part-M), standard changes provided for in point</p>	<p>For subcategories L1 and L2, it is possible to endorse the corresponding ratings with limitations depending on the type of structures covered by the experience gained.</p> <p>For subcategory L3G, it is possible to endorse the rating ‘gas balloons’ with a limitation to ‘other than ELA1 gas balloons’ if the experience gained only covers ELA1 gas balloons.</p> <p>However, no limitations are possible for the subcategories L1C, L2C, L3H, L4H and L4G. The ratings on these licences can only be obtained after demonstration of the appropriate experience representative of the full scope of the licence subcategory.</p>	<p>(iii) the restrictions for the rating to which the training and assessment relates; and</p> <p>(iv) ensures that all documents required under this MOS in connection with the training and assessment, describe the rating as a restricted rating.</p> <p>(h) An AMO in accordance with section 145.A.37 of the Part 145 MOS, or a COA holder in accordance with Civil Aviation Order 104.0 (Certificates of approval – application, grant and conditions) (a CAR 30 organisation), may:</p> <ol style="list-style-type: none"> 1. deliver excluded system training and assessment for the excluded systems set out in Appendix VII; or 2. for an aircraft type mentioned in column 2 of Table 2 in Appendix IX – deliver aircraft type training for a category or subcategory of licence for the aircraft, or a system or subsystem of the aircraft type; or 3. for an aircraft type mentioned in column 2 of Table 2 in Appendix IX – arrange for the manufacturer of the aircraft or its engine to provide training and assessment. <p>(i) A licensed aircraft maintenance engineer, seeking his or her first aircraft type rating in an alternate licence category or subcategory not currently held by that person, must have first completed category or subcategory basic knowledge and competency training as mentioned in section 66.A.25 for the issue of a licence in that category or subcategory for which he or she is seeking his or her first rating, as well as meeting the practical maintenance experience requirements specified in paragraph 66.A.30 (b).</p> <p>Use of CAR 31 to obtain the equivalent of a Group rating on an AME licence on or after 27 June 2015</p> <p>(j) Despite anything in paragraphs (a) to (i) of this section, for subregulation 202.345 (1)</p>		

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<p>21.A.90B of Annex I (Part-21) to Regulation (EU) No 748/2012 and standard repairs provided for in point 21.A.431B of Annex I (Part-21) to Regulation (EU) No 748/2012.’</p> <p>The holder of an aircraft maintenance licence in subcategory B1.2 endorsed with the Group 3 rating, or in category B3 endorsed with the rating ‘piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below’, is deemed to meet the requirements for the issuance of a licence in subcategories L1 and L2 with the corresponding full ratings and with the same limitations as the B1.2/B3 licence held.</p>		<p>of CASR 1998, a person who, if regulation 31 were still in force, would meet the requirements of regulation 31 for the issue of a Group rating for a category of AME licence mentioned in paragraph (k) is taken to meet the requirements of paragraphs (a) to (i) of this section for the issue of the Part 66 rating that is equivalent to the Group rating that would have been issued for the category if regulation 31 were still in force.</p> <p>(k) The licence categories and Group ratings mentioned in paragraph (j) are as follows:</p> <ol style="list-style-type: none"> 1. a licence in category airframes, with a Group 1, 2, 3, 4, 5, 6, 10 or 19 rating, provided that, for Groups 1, 2 and 19, the airframe is not a type rated aircraft type; 2. a licence in category engines, with a Group 1, 2, 3, 21 or 22 rating, provided that, for Group 21 and Group 22, the engine is fitted to a small aircraft; <p>Note Small aircraft is defined in Part 3 of the Dictionary in CASR 1998. Part 3 contains definitions for Part 66 of CASR 1998. Under paragraph 66.5 (a) of this MOS, words and phrases generally have the same meaning as in Part 66.</p> <ol style="list-style-type: none"> 3. a licence in category radio, with a Group 1, 2, 3, 4, 5, 6, 7, 9, 10 or 12 rating, provided that the airframe is not a type rated aircraft type; 4. a licence in category electrical, with a Group 1 or 2 rating, provided that the airframe is not a type rated aircraft type; 5. a licence in category instruments, with a Group 1, 3, 5, 7, 8, 9 or 10 rating, provided that the airframe is not a type rated aircraft type. 		
<p>66.A.50 Limitations (a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and, in the case of limitations referred to in point</p>	<p>AMC 66.A.50(b) Limitations 1. The appropriate experience required to remove the limitations referred to in 66.A.45(f),(g) and (h) should consist of the performance of a variety of tasks</p>	<p>66.A.50 Aircraft type practical training (a) Aircraft type practical training and assessment must include a representative</p>		

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<p>66.A.45, they affect the aircraft in its entirety.</p> <p>(b) For limitations referred to in point 66.A.45, limitations shall be removed upon:</p> <ol style="list-style-type: none"> 1. demonstration of appropriate experience; or 2. after a satisfactory practical assessment performed by the competent authority. <p>(c) For limitations referred to in point 66.A.70, limitations shall be removed upon satisfactory completion of examination on those modules/subjects defined in the applicable conversion report referred to in point 66.B.300.</p>	<p>appropriate to the limitations under the supervision of authorised certifying staff. This should include the tasks required by a scheduled annual inspection. Alternatively, this experience may also be gained, if agreed by the competent authority, by theoretical and practical training provided by the manufacturer, as long as an assessment is further carried out and recorded by this manufacturer.</p> <ol style="list-style-type: none"> 2. It is acceptable to have this experience in just one aircraft type, provided this type is representative of the (sub)group in relation to the limitation being removed. 3. It is acceptable that this experience is gained in aircraft not covered by the Basic Regulation, provided that this experience is relevant and representative of the corresponding (sub)group. An example could be the experience required to remove a limitation such as 'aircraft with metal tubing structure covered with fabric', which may be gained in ultralight aircraft (Annex I aircraft). 4. The application for the limitation removal should be supported by a record of experience signed by the authorised certifying staff or by an assessment signed by the manufacturer after completion of the applicable theoretical and practical training. 	<p>cross-section of maintenance activities relevant to the category or subcategory.</p> <p>(b) Practical training must be of fixed content and duration and, except in the case of PCT, can be conducted by either an MTO or an appropriately approved AMO. In the case of PCT, only an MTO approved to conduct PCT may deliver and assess the training. Where practical training is conducted by an appropriately approved maintenance organisation, the practical training must be first approved by CASA. The practical training must be supported by a detailed syllabus or practical worksheets/logbook showing content and duration of training.</p> <p>(ba) The practical element of type training may be conducted simultaneously with the conduct of the theoretical element or provided separately as a stand-alone element.</p> <p>(bb) Options for practical training include:</p> <ol style="list-style-type: none"> 1. PCT; or 2. practical on course (POC) training; or 3. structured OJT performed according to a type-specific program. <p>(c) Practical training can be performed by demonstrations using equipment, components, simulators, other training devices or aircraft. This training does not need to involve actual servicing or repair of aircraft.</p> <p>(d) Records of demonstration of practical training must be retained by the organisation conducting the practical training for at least 5 years following completion of the practical training.</p> <p>(e) Practical training must meet the requirements of Appendix III to this MOS.</p>		

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<p>66.A.55 Evidence of qualifications Personnel exercising certification privileges as well as support staff shall produce their licence, as evidence of qualification, within 24 hours upon request by an authorised person.</p>		<p>66.A.55 On the Job aircraft type Training (a) In the case of a first type rating to be gained, PCT or POC alone is not acceptable for type rating endorsement. In addition to PCT or POC, an applicant must also complete on the job training (OJT). (aa) In the case of a rating in another licence category or subcategory to be obtained after the type rating referred to in paragraph (a): 1. if using POC training, POC training must be supplemented by OJT; and 2. if using PCT training, no supplementation by OJT is required. (b) OJT, other than that normally required as part of a PCT course, is not required in the case of a second or subsequent type rating if the practical training for the second or subsequent type rating (in the same or any other category or subcategory) is delivered using PCT. (c) OJT: 1. may only be conducted and managed by a maintenance organisation, or a maintenance training organisation, approved by CASA to undertake such training activities; and 2. must be supported by a detailed syllabus of OJT content which includes provision for completion of the OJT to be recorded in detailed worksheets or logbooks; and 3. must be assessed and approved by CASA. Note CASA's assessment and approval are guided by Appendix II of AMC/GM for CASR Part 66 and the CASA publication titled Advisory Circular AC 66-07 – Practical training options for aircraft type training and recording of recent work experience, as existing from time to time.</p>		

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		<p>(ca) For paragraph (c), the maintenance organisation approved by CASA must be:</p> <ol style="list-style-type: none"> 1. an approved maintenance organisation (AMO) issued with an approval under regulation 145.030 of CASR 1998 to carry out maintenance activities; or 2. an organisation holding a certificate of approval to carry out maintenance activities issued under regulation 30 of the Civil Aviation Regulations 1988. <p>(d) OJT must be supervised and assessed by approved assessors.</p> <p>(e) OJT must comply with the requirements of Appendix III to this MOS.</p>		
<p>66.A.70 Conversion provisions (a) The holder of a certifying staff qualification valid in a Member State, prior to the date of entry into force of Annex III (Part-66) shall be issued an aircraft maintenance licence by the competent authority of this Member State without further examination subject to the conditions specified in Section B Subpart D. (b) A person undergoing a certifying staff qualification process valid in a Member State, prior to the date of entry into force of Annex III (Part-66) may continue to be qualified. The holder of a certifying staff qualification gained following such process shall be issued an aircraft maintenance licence by the competent authority of this Member State without further examination subject to the conditions specified in Section B Subpart D. (c) Where necessary, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to reflect the differences between:</p>	<p>GM 66.A.70 Conversion provisions 1. As described in point 66.A.70, the conversion provisions apply to the holder of a certifying staff qualification valid in a Member State prior to the date of entry into force of Annex III (Part-66). The sentence 'the holder of a certifying staff qualification valid in a Member State' means any person who had a qualification valid in that Member State allowing that person the performance of activities identical to the privileges of 'certifying staff' contained in Regulation (EU) 1321/2014. This means that the signature of that person was sufficient to declare that the maintenance had been properly performed and the aircraft was ready for service and fit for flight in respect to such maintenance. This should not be mistaken with the responsibilities linked to the airworthiness review, which was performed at different periods (typically varying from 6 months to 3 years) in the national systems. This is an activity which is performed at very specific points of time and not after every maintenance</p>	<p>66.A.70 Limitations (a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and apply to the aircraft in its entirety. (b) Exclusions annotated on a category can be removed by gaining the section 66.A.25 basic knowledge and competency requirements relevant to the exclusion removal. (c) Exclusions annotated on a rating can be removed by CASA after satisfactorily completing, as required:</p> <ol style="list-style-type: none"> 1. paragraph 66.A.45 (d) training and examination; with 2. section 66.A.50 practical training and assessment; or 3. section 66.A.55 on the job training and assessment. <p>The training, assessment and examination may be provided by an MTO or, if described in its Part 145 AMO exposition, by an AMO if the exclusion removal has been permitted under subparagraph 66.100 (a) (ii) of CASR 1998, using a</p>		

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<p>(i) the scope of the certifying staff qualification valid in the Member State before the entry into force of the applicable licence category or subcategory provided for in this Annex (Part-66);</p> <p>(ii) the basic knowledge requirements and the basic examination standards laid down in Appendices I and II to this Annex (Part-66).</p> <p>(d) By derogation from point (c), for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, other than complex motor-powered aircraft, and for balloons, sailplanes, motor-powered sailplanes and airships, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to ensure that the certifying staff privileges valid in the Member State before the entry into force of the applicable Part-66 licence category/subcategory and those of the converted Part-66 aircraft maintenance licence remain the same.</p>	<p>activity. Since an airworthiness review (or equivalent term used in the national systems) is not performed after every maintenance event before the aircraft takes flight, an airworthiness review cannot be considered as a maintenance release. This means that the conversion provisions described in 66.A.70 are not applicable to persons performing airworthiness review functions unless their signature was required after every maintenance event before the aircraft can take flight.</p> <p>2. The conversion applies to 'certifying staff qualifications' such as, for example:</p> <ul style="list-style-type: none"> – holding a national licence (or completed the process to obtain such a national licence); – having completed a qualification process defined by the competent authority, or equivalent body under the national system, to become certifying staff; – having completed the qualification requirements for certifying staff within a maintenance organisation, as defined in their procedures. <p>This does not mean that in order to be entitled to a conversion process, the applicant has to be exercising certification privileges. A person may hold a 'certifying staff qualification' while not having certification privileges (or while exercising very limited certification privileges below his/her qualification) for different reasons such as, for example, the following:</p> <ul style="list-style-type: none"> – The person is working as 'support staff' in the base maintenance environment; 	<p>training and assessment regime provided in accordance with paragraph 145.025 (3) (c) of CASR 1998.</p> <p>(d) For the purposes of subregulation 66.095 (2), and Subpart 202.GG, of CASR 1998, exclusions on type ratings, that an AMO may be authorised to provide training, assessment and authorisations for, are set out in Appendix VII.</p> <p>(e) Units of competency are required as mentioned in Appendix VIII before the removal of an exclusion from a category or subcategory of licence in accordance with paragraph (b).</p>		

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EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
	<p>– The person has been authorised only for a very limited range of tasks (lower than what he/she would be entitled if his/her qualification is considered) since the person is working in a line station where the scope of tasks is very limited;</p> <p>– The person holds a licence with a wider scope than the scope of the organisation where he/she is employed;</p> <p>– The person is working outside the aviation industry or is temporarily on leave due to different reasons (medical, personal, etc).</p> <p>These persons are entitled to have the conversion performed in accordance with the full scope of their qualification and the full privileges that they would be entitled to hold on the basis of such qualification.</p> <p>3. As described in point 66.A.70, certifying staff qualifications eligible for conversion are those valid 'prior to the date of entry into force of Annex III (Part-66)', which means those qualifications valid before the following dates:</p> <p>– 28 September 2005 for aircraft above 5 700 kg MTOM;</p> <p>– 28 September 2006 for aircraft of 5 700 kg MTOM and below.</p> <p>Nevertheless, since the B3, B2L and L licences did not exist at those dates, certifying staff qualifications eligible for conversion to a B3, B2L and L licence are those valid before the competent authority had the obligation to start issuing such licences, which means the following:</p> <p>– for the B3 licence, those qualifications valid before 28 September 2012;</p>			

**Why won't CASA Adopt the EASA Part 66 Licence System?
Compare EASR & CASR Parts 66 – 9/2023**

EASR Part 66 plus AMC		CASR Part 66 MoS & AMC		Comments
EASR	AMC/GM	MoS	AMC/GM	
	<p>– for the B2L licence, those qualifications valid before 5 March 2019;</p> <p>– for the L licence, those qualifications valid before 1 October 2019.</p> <p>4. Although only those certifying staff qualifications gained prior to the dates indicated above are eligible for conversion, this does not mean that the application for conversion has to be submitted prior to those dates. The applicant is entitled to have the conversion performed irrespective of when he/she applies for conversion.</p> <p>5. A certifying staff qualification can be subject to more than one conversion process and can also be converted to more than one licence (sub)category (with any applicable limitations). This could be the case, for example, of a person who already had the certifying staff qualification converted in the past to a B1.2 licence with limitations linked to some missing elements of the Part-66 Appendix I and II standard (following 66.A.70(c)). This person would be entitled to apply and have his/her certifying staff qualification converted to a B1.2 or a B3 or L licence on the basis of 66.A.70(d), which would mean no need to compare with the Part-66 Appendix I, II or VII standard, introducing only those limitations required in order to maintain the existing privileges.</p>			