Converting a BCAR Section L Licence to Part-66

Personnel Licensing Department

Civil Aviation Authority

General Conversion

No existing privileges are lost

Part-66 licence may increase licence holder privileges

Conversion recognises previous privileges including AN3

Conversion for JAR-66 Holders

No action required

EASA style document issued at next renewal or licence submission

Do not need to re-submit licence

Conversion of Licence Categories

Conversion based on existing BCAR to JAR-66 process

Overview:

A, C, X & R - conversion available now

B & D - approved organisation

A & C airships - retained in Section L

General Conversion Process

- Application form 19 with guidance notes
- Conversion of all existing privileges & authorisations
- On conversion BCAR Section L licence converted to Part-66 equivalent including previous types
- Previous group ratings transferred to new Part-66 licence

Conversion Processes

Engineers can use two processes:

- Normal Process - as previous page
  Conversion of basic licence, types and authorisations

- Fast-track Process
  Conversion of basic licence and current active types and authorisations only

Fast-track applications qualify for fee reduction

Other types can be added later if required

Adding types to Part-66 > 5700kg

Large & Complex Aircraft

Type ratings can be added after:

- Completion of Part-147 approved type course

  plus

- Demonstration of experience on type
  or
  Successful completion of approved OJT

Type Ratings to Part-66 < 5700kg

Light Aircraft

Type ratings can be added after:

- Completion of Part-147 approved type course or Oral examination

  plus

- Demonstration of experience on type

Protected rights

All Aircraft

Protected rights are the entitlement to have valid national licence, qualification or certification authorisations added to the Part-66 licence

On conversion, basic categories of BCAR Section L licence, and the following can be claimed:

- Type ratings/paragraphs will be transferred to the Part-66 Licence
- Authorisations from JAR/ Part-145 organisation within a EU member state can be transferred to the licence as type or group ratings

Protected rights can be claimed at any time irrespective of change of employment

Grandfather rights [Part-145]

All Aircraft

Grandfather rights are privileges granted by an employer issued prior to 2001 that exceed the holder's basic licence

Such authorisations are not accepted as falling within the entitlement to protected rights and are not added to the licence on conversion

Remain valid in the employment of the organisation that issued the original authorisation, lost on leaving that company and cannot be extended in scope

Group Ratings < 5700Kg MTOM

Light Aircraft

Manufacturers group rating – May be granted after complying with type rating requirements of 2 types representative of group from same manufacturer

Full group rating – May be granted after complying with type rating requirements of 3 types representative of group from different manufacturers

(Restrictions in availability apply to turbine group ratings)

Category A - Certifying mechanic

Large Aircraft

Protected rights for approved JAR-145 company authorisation schemes

Recognised when a valid authorisation has been granted prior to 01 June 2001

Category A licence may have limitations applied reflecting scope of qualifying authorisation

Category A licence does not have type ratings applied

Limitations

All Aircraft

Where previous BCAR syllabus does not satisfy Part-66 syllabus, limitations apply

Limitations can be removed by examination and demonstration of experience in the areas to which they apply either before or after licence conversion

No time limit for the removal of limitations

Conversion timetable

Defined within Part-145 ….

Engineers certifying aircraft with MTOM more than 5700kg must hold a Part-66 AML by 28 September 2006

Engineers certifying aircraft with MTOM 5700kg and below must hold a Part-66 AML by 28 September 2008

Summary

Certification of aircraft > 5700kg must be under Part-66 by Sept 2006	No legal certification privileges lost on conversion
Certification of aircraft < 5700kg must be under Part-66 by Sept 2008	Not necessary to unrestrict licence on conversion or any time in the future
Protected rights to Cat A licence must have been held prior to 01 June 2001	If fast-track conversion utilised, protected rights remain valid indefinitely