

European Aviation Safety Agency

**Acceptable Means of Compliance (AMC)
and Guidance Material (GM)
to
Annex III (PART-66)
to Commission Regulation (EU)
No 1321/2014¹**

Issue 2 — Amendment 1

11.7.2016²

¹ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1), as last amended.

² For the date of entry into force of this Issue, please refer to Decision 2016/011/R in the [Official Publication](#) of the Agency.

1) In the table of contents, the heading of AMC 66.B.310(a) is replaced by the following:

'AMC 66.B.310(a) Conversion report for approved maintenance organisations' authorisations'

2) GM 66.A.3 is amended as follows:

'GM 66.A.3 Licence categories

Individual aircraft maintenance licence holders need ~~not~~ to be restricted to a single category. Provided that each qualification requirement is satisfied, any combination of categories may be granted.'

3) GM 66.A.70(d) is replaced by the following:

'GM 66.A.70(d) Conversion provisions

For aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 other than complex motor-powered aircraft, an example of limitations could be where a person holds a pre-Part-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but excluded privileges on aircraft equipped with turbine engine, aircraft above 2 000 kg MTOM, pressurised aircraft and aircraft equipped with retractable landing gear. This person would be issued with a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):

- aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008 (this limitation always exists);
- aircraft above 2 000 kg MTOM;
- pressurised aircraft;
- aircraft equipped with retractable landing gear.

Another example of limitations could be where a pilot-owner holds a pre-Part-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but limited to their own aircraft and limited to a particular aircraft type (for example, a Cessna 172). This pilot-owner would receive a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):

- aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 (this limitation always exists);
- aircraft other than a Cessna 172;
- aircraft not owned by the licence holder.

The essential aspect is that the limitations are established in order to maintain the privileges of the pre-Part-66 qualification without comparing the previous qualification with the standard of Part-66 Appendix I and II.

For removal of limitations, refer to 66.A.50(c).'

4) AMC 66.B.305(a) is amended as follows:

'AMC 66.B.305(a) Conversion report for national qualifications

1. Conversion reports prepared on the basis of point 66.A.70(c) should include a comparison between the scope of the national qualification (i.e., the national qualification requirements) and the scope of

the Part-66 licence qualification (i.e., the Part-66 qualification requirements), which should be performed on the basis of a detailed analysis of the national and Part-66 basic qualification standards. The report should identify where a difference between the two standards exists and where such a difference would lead to a limitation on the Part-66 licence.

2. Conversion reports prepared on the basis of point 66.A.70(d), which are limited to ~~other-than-complex motor-powered aircraft not involved in commercial air transport other than large aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008~~ should include the privileges associated to the national qualification. The reports should identify which limitations are needed ~~on~~ to the Part-66 licence in order to maintain these privileges.'

- 5) AMC 66.B.310(a) is amended as follows:

'AMC 66.B.310(a) Conversion report for ~~national qualifications~~ approved maintenance organisations' authorisations

1. Conversion reports prepared on the basis of point 66.A.70(c) should include a comparison between the qualification required for each type of organisation authorisation and the scope of the Part-66 licence qualification, which should be performed on the basis of a detailed analysis of the organisation and Part-66 basic qualification standards. The report should identify where a difference between the two standards exists and where such a difference would lead to a limitation on the Part-66 licence.
2. Conversion reports prepared on the basis of point 66.A.70(d), which is ~~are~~ limited to ~~other-than-complex motor-powered aircraft not involved in commercial air transport other than large aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008~~ should include the privileges associated to the organisation authorisation. The reports should identify which limitations are needed ~~on~~ to the Part-66 licence in order to maintain these privileges.'

- 6) Point 4 of AMC to paragraph 3.1(d) of Appendix III to Part-66 is amended as follows:

'AMC to ~~Paragraph point~~ 3.1(d) of Appendix III to Part-66 'Aircraft Type Training and Examination Standard. On-the-Job Training'

(...)

4. In order to approve a reduction of such minimum duration, the evaluation done by the competent authority should be performed on a case-by-case basis appropriate to the aircraft type. For example, while it would be exceptional for a theoretical course for a ~~large-transport category~~ ~~complex motor-powered~~ aircraft such as an A330 or B757 to be below the minimum duration shown, it would not necessarily be exceptional in the case of a General Aviation (GA) business aircraft such as a Learjet 45 or similar. Typically, the TNA for a GA aircraft course would demonstrate that a course of a shorter duration satisfies the requirements.

(...)'