

JAR-66	Part 66	Difference
<p>JAR 66.1 General (See AMC 66.1)</p> <p>(a) JAR-145 requires appropriately authorised certifying staff to issue a certificate of release to service on behalf of the JAR-145 approved maintenance organisation when satisfied that all required maintenance has been completed.</p> <p>(b) Except where stated otherwise in paragraphs (c), (d), (e) and (f), certifying staff responsible for issuing the certificate of release to service must be qualified in accordance with the appropriate requirements of this JAR-66.</p> <p>(c) This JAR-66 is limited to those certifying staff responsible for issuing the certificate of release to service for aeroplanes and helicopters with a maximum take off mass of 5700 kg and above.</p> <p>Note: The application of JAR 66 to aeroplanes and helicopters with a maximum take off mass below 5700 kg, airships and aircraft components will be considered in a future issue. Aircraft components include engines, auxiliary power units and propellers.</p> <p>(d) Personnel authorised to exercise certification privileges in accordance with National aviation regulations valid before the effective date of JAR-66, may continue to exercise these privileges.</p> <p>(e) Personnel undergoing a course of approved basic or type training at the JAR-66.3(b) compliance date in accordance with National aviation regulations valid before the effective date of JAR-66, may continue to be qualified in accordance with these National aviation</p>	<p>66.1</p> <p>For the purpose of this Part, the competent authority shall be the authority designated by the Member State to whom a person applies for the issuance of an aircraft maintenance licence.</p> <p>66.A.1 Scope</p> <p>(a) This section establishes the requirements for the issue of an aircraft maintenance licence and conditions of its validity and use, for aeroplanes and helicopters of the following categories:</p> <ul style="list-style-type: none"> -Category A -Category B1 -Category B2 -Category C <p>(b) Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines. The subcategories are:</p> <ul style="list-style-type: none"> - A1 and B1.1 Aeroplanes Turbine - A2 and B1.2 Aeroplanes Piston - A3 and B1.3 Helicopters Turbine - A4 and B1.4 Helicopters Piston 	<p>Differences</p> <p>Definition of a competent authority</p> <p>Differences</p> <ul style="list-style-type: none"> -Replaces JAR 66.1(a), JAR 66.10(a), JAR 66.20(b) (definition of categories) and is also based upon AMC 66.20(b) 8 (definition of subcategories). It explains the scope of Part 66. - JAR 66.1(c) to (g) "protected rights" are now covered by 66.A.70 (conversion provisions), Part 66 Section B Subpart D and Article 5 of Commission Regulation (EC) No 1592/2002 - JAR 66.1(a) to (b) have been transferred to Part-145 and Part-M

JAR-66	Part 66	Difference
<p>regulations. The qualifications gained following such training will be recognised for the purposes of certification privileges in accordance with JAR-66.1(d).</p> <p>(f) Certifying staff qualified in accordance with paragraph (d) or (e) may continue to exercise the authorisation except in the case of adding other basic categories / sub-categories of qualification to that authorisation when the appropriate additional requirements of JAR-66 will apply to such extension. Certifying staff qualified in accordance with paragraph (d) or (e) may extend the scope of their authorisation to include new aircraft types subject to compliance with National aviation regulations valid before the effective date of JAR-66.</p> <p>(g) Notwithstanding that paragraph (d), (e) and (f) personnel may continue to exercise such privileges, such personnel must be issued a JAR-66 aircraft maintenance licence based upon the National qualification without further examination but within the time limits of JAR 66.3 (d). The JAR-66 aircraft maintenance licence may contain technical limitations in relation to JAR-66 where not appropriately qualified but does not change any existing certification privileges. Technical limitations will be deleted, as appropriate, when the person satisfactorily sits the relevant conversion examination.</p>		
<p>JAR 66.3 Effectivity</p> <p>(a) This JAR-66 was first issued on 03 April 1998 and becomes effective on 01 June 1998.</p> <p>(b) After 01 June 2001 any person required to be approved in accordance with JAR-66.1(b) or (f) must be in compliance with this JAR-66.</p> <p>(c) A JAR-66 aircraft maintenance licence may be issued by the JAA full member Authority during</p>	<p>Maintenance Regulation Article 7</p> <p>Entry into force</p> <p>1. This Regulation shall enter into force on 28 September 2003. (.../...)</p> <p>3. By way of derogation from paragraph 1 and 2, Member States may elect not to apply:</p> <p>(c) the following provisions of Annex II, until 28</p>	<p>Differences</p> <p>Effectivity is dealt with in Article 7 of the continuing airworthiness regulation (and Article 5 for differences).</p> <ul style="list-style-type: none"> JAR 66.3 (a) changed from 01 june 1998 to 28 september 2003 by

JAR-66	Part 66	Difference
<p>the sub-paragraph (b) transition period.</p> <p>(d) Any person required by JAR-66.1 (g) to convert a National qualification to a JAR-66 aircraft maintenance licence must do so not later than 10 years after the end of the transition period of sub-paragraph (b).</p>	<p>September 2006(.../...)</p> <p>145.A.30(g) as applicable to large aircraft with a maximum take-off mass of more than 5700 kg, 145.A.30(h)(1) as applicable to aircraft with a maximum take-off mass of more than 5700 kg, (.../...)</p> <p>(d) the following provisions of Annex II, until 28 September 2008:</p> <p>145.A.30(g) as applicable to aircraft with a maximum take-off mass of 5700 kg or below, 145.A.30(h)(1) as applicable to aircraft with a maximum take-off mass of 5700 kg or below, 145.A.30(h)(2).</p> <p>(e) the provisions of Annex III, as applicable to aircraft with a maximum take-off mass above 5700 kg until 28 September 2005;</p> <p>(f) the provisions of Annex III, as applicable to aircraft with a maximum take-off mass of 5700 kg or below until 28 September 2006.</p> <p>(.../...)</p> <p>5. When a Member State makes use of the provisions of paragraphs 3 or 4 it shall notify the Commission and the Agency.</p>	<p>paragraph 1</p> <ul style="list-style-type: none"> - JAR 66.3 (b) changed from 01 june 2001 to 28 september 2005 for large aircraft by paragraph 3(e) - JAR 66.3 (b) date of 28 september 2006 created for small aircraft by paragraph 3(f) - JAR 66.3 (d) changed from 01 june 2011 to 28 september 2006 for large aircraft by paragraph 3(c) - JAR 66.3 (d) date of 28 september 2008 created for small aircraft by paragraph 3(d) - Obligation for member states to inform the comission when these provisions are used
<p>66.5 Definitions</p> <p>For the purpose of this JAR-66, the following definitions shall apply:</p> <p><i>'Aircraft maintenance licence'</i> means a document issued as evidence of qualification confirming that the person to whom it refers has met the JAR-66 knowledge and experience requirements for any aircraft basic category and aircraft type rating specified in the document.</p> <p>Note: The aircraft maintenance licence alone does not permit the holder to issue certificates of release to service in respect of aircraft used for commercial air transport. To issue a certificate of release to service for such aircraft, the aircraft maintenance licence holder must in addition hold a</p>	<p>The following definitions are contained within the scope of Article 2 of the Regulation:</p> <p>(a) "aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface.</p> <p>(b) "certifying staff" means personnel responsible for the release of an aircraft or a component after maintenance.</p> <p>(c) "component" means any engine, propeller, part or appliance.</p> <p>(d) "continuing airworthiness" means all of the</p>	<p>Differences</p> <p>Only the definitions included in the Regulation exist. There are no regulation in the annexes. When necessary, words are explained in the part itself where they are used.</p>

JAR-66	Part 66	Difference
<p>JAR-145 certification authorisation issued by the JAR-145 approved maintenance organisation.</p> <p><i>'Certification'</i> means the issuance of a certificate of release to service.</p> <p><i>'JAA full member Authority'</i> means an Authority who is a full member of the JAA which means that any approval certificate or licence issued in accordance with the JAR's by such an Authority will be recognised and accepted by all other such Authorities.</p> <p>Note: The JAA full member States are listed in Section 2 Appendix 3. See also paragraph 10 of the Foreword.</p> <p><i>'Organisation procedures'</i> means the procedures applied by the JAR-145 approved maintenance organisation in accordance with the maintenance organisation exposition within the scope of the approval.</p> <p>[</p> <p>JAR 66.10 Applicability</p> <p>(a) This JAR-66 prescribes the requirements for the qualification of those personnel authorised by a JAR-145 approved maintenance organisation to issue certificates of release to service in accordance with JAR-145.50.</p> <p>Such personnel are required to hold a valid type rated JAR-66 aircraft maintenance licence, which</p>	<p>processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation.</p> <p>(e) "JAA" means "Joint Aviation Authorities".</p> <p>(f) "JAR" means "Joint Aviation Requirements".</p> <p>(g) "large aircraft" means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700 kg, or a multi-engined helicopter.</p> <p>(h) "maintenance" means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection.</p> <p>(i) "organisation" means a natural person, a legal person or part of a legal person. Such an organisation may be established at more than one location whether or not within the territory of the Member States.</p> <p>(j) "pre-flight inspection" means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight.</p>	<p>Differences</p> <p>- JAR 66.10(a) is deleted because it was found redundant with article 5</p> <p>- JAR 66.10(b) and (c) are deleted because they were found redundant with the rewritten paragraphs 66.A.15 to 66.A.50.</p>

JAR-66	Part 66	Difference
<p>attests to their knowledge and experience and a valid JAR-145 certification authorisation which grants certification privileges to the individual.</p> <p>(b) For the JAR-66 aircraft maintenance licence compliance is required with JAR-66.15, JAR-66.25 and JAR-66.30 for the appropriate JAR-66.20 basic category or categories. The JAR-66 aircraft maintenance licence will be endorsed with the relevant JAR-66.20 basic category / categories and where appropriate any aircraft type ratings granted under JAR-66.45.</p> <p>Note: The JAR-66 aircraft maintenance licence can be issued without any aircraft type ratings, but it should be remembered that an aircraft type rating is one of the prerequisites for a JAR-145 certification authorisation.</p> <p>(c) For the JAR-145 certification authorisation compliance is required with paragraph (b), JAR-66.40, JAR-66.45, JAR-66.50 and JAR-66.55.</p> <p>Note: JAR-145 contains additional requirements to qualify for JAR-145 certification authorisation</p>		
<p>JAR 66.13 Application and Issue</p> <p>(a) An application for a JAR 66.10 (b) aircraft maintenance licence or amendment to such licence must be made on a form and in a manner prescribed by the JAA full member Authority and submitted to such Authority.</p> <p>Note: Appendix 2 of Section 2 contains an example application form.</p> <p>(b) An applicant who meets the appropriate requirements of JAR-66.10(b) and has paid any charges prescribed by the JAA full member Authority is entitled to the JAR-66 aircraft maintenance licence.</p> <p>(c) The JAR-66 aircraft maintenance licence is issued by the JAA full member Authority but the process of preparing such licence for issue may be</p>	<p>66.A.10 Application</p> <p>An application for an aircraft maintenance licence or amendment to such licence shall be made on EASA Form 19 and in a manner established by the competent authority and submitted thereto. An application for the amendment to an aircraft maintenance licence shall be made to the competent authority that issued the aircraft maintenance licence.</p>	<p>Differences</p> <p>-An application for an aircraft maintenance licence or amendment must be made on an EASA Form 19.</p> <p>- JAR 66.13 (b) References to payment have been removed from the Part -66.</p> <p>- JAR 66.13 (c) is now covered by 66.B.100 and 66.B.105.</p>

JAR-66	Part 66	Difference
<p>delegated to appropriately approved JAR-145 maintenance organisations.</p> <p>JAR 66.5 (continued)</p> <p>Note: The issue of the JAR-145 certification authorisation is carried out by the JAR-145 approved maintenance organisation after establishing compliance with appropriate paragraphs of JAR-66 and JAR-145.</p>		
<p>JAR 66.15 Eligibility (See IEM 66.15)</p> <p>(a) Certifying staff must not be less than 21 years of age.</p> <p>(b) Certifying staff must be able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and organisation procedures necessary to support the issue of the certificate of release to service are written.</p>	<p>66.A.15 Eligibility</p> <p>An applicant for an aircraft maintenance licence shall be at least 18 years of age.</p>	<p>Differences</p> <p>Minimum age for applicants</p>
<p>JAR 66.20 Categories and certification privileges (See AMC 66.20)</p> <p>(a) Certifications are made in accordance with the procedures of the JAR-145 approved maintenance organisation and within the scope of the authorisation.</p> <p>(b) Certifying staff qualified in accordance with this JAR-66, and holding a valid aircraft maintenance licence with where applicable the appropriate type ratings, will be eligible to hold a JAR-145 certification authorisation in one or more of the following categories:</p> <p>(1) A category A certifying staff authorisation permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification, as</p>	<p>66.A.20 Privileges</p> <p>(a) Subject to compliance with paragraph (b), 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 authorisation. The certification privileges shall be restricted to work that the licence holder has personally performed in a Part-145 organisation.</p> <p>2. A category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, powerplant and mechanical and electrical systems. Replacement of avionic line replaceable units, requiring simple tests to prove their</p>	<p>Differences</p> <p>- JAR 66.20(a) is deleted as it is a repeat of Part 145 requirements.</p> <p>-JAR 66.20(b) mixed the scope of the licence and the privileges and limitations of an authorised person. To clarify the issue, it has been split in the following subparagraphs:</p> <p>- 66.A.20(a) defines the scope of the privileges associated with the category of <u>licence</u></p> <p>-66.A.20(b)1 includes additional requirements and limitations for the <u>certifying person</u> from Part 145 and Part M</p>

JAR-66	Part 66	Difference
<p>specified in JAR-145, within the limits of tasks specifically endorsed on the authorisation. The certification privileges are restricted to work that the authorisation holder has personally performed. Category A is sub-divided into sub-categories relative to combinations of aeroplanes, helicopters, turbine and piston engines.</p> <p>Note: Category B1 certifying staff authorisation automatically permits certification in the appropriate A sub-categories. Category B2 certifying staff can qualify for any A sub-category as can any avionic mechanic subject to compliance with the appropriate A sub-category requirements.</p> <p>(2) A category B1 certifying staff authorisation permits the holder to issue certificates of release to service following line maintenance, including aircraft structure, powerplants and mechanical and electrical systems. Replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, is also included in the privileges. Category B1 is sub-divided into sub-categories relative to combinations of aeroplanes, helicopters, turbine and piston engines.</p> <p>(3) A category B2 certifying staff authorisation permits the holder to issue certificates of release to service following line maintenance on avionic and electrical systems.</p> <p>(4) A category C certifying staff authorisation permits the holder to issue certificates of release to service following base maintenance. The authorisation is valid for the aircraft in its entirety, including all systems.</p> <p>Note: JAR-145 specifies the personnel required to support category C certifying staff in base maintenance, including in particular the requirement for qualified category B1 and</p>	<p>serviceability, shall also be included in the privileges. Category B1 shall automatically include the appropriate A subcategory.</p> <p>3. A category B2 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance on avionic and electrical systems.</p> <p>4. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety in a Part-145 organisation.</p> <p>(b) The holder of an aircraft maintenance licence may not exercise certification privileges unless :</p> <ol style="list-style-type: none"> 1. in compliance with the applicable requirements of Part-M and/or Part-145. 2. in the preceding two-year period he/she has, either had six 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. 3. 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>- 66.A.20(b)2 includes a continuing experience requirement. This makes the licence ICAO Annex 1 compliant. This is transparent to the Approved Maintenance Organisations as the same requirements already existed in JAR 145 and is needed for the use of the licence within the Part M environment.</p> <p>-66.A.20(b)3 was formerly JAR 66.15(b)</p>

JAR-66	Part 66	Difference
B2 staff.		
<p>JAR 66.25 Basic knowledge requirements (See AMC 66.25 and IEM 66.25))</p> <p>(a) Certifying staff must demonstrate by examination a level of knowledge acceptable to the JAA full member Authority, in subject modules appropriate to the JAR-66.20 category for which a JAR-66 aircraft maintenance licence is issued or extended.</p> <p>(b) The levels of knowledge are directly related to the complexity of certifications appropriate to the particular JAR-66.20 category which means that category A must demonstrate a limited but adequate level of knowledge, whereas category B1 and B2 must demonstrate a complete level of knowledge in the appropriate subject modules. Category C certifying staff must meet the relevant level of knowledge for B1 or B2.</p> <p>Note: JAR-66 Section 2 Appendix 1 contains detailed information on category A, B1 and B2 levels of knowledge.</p> <p>(c) Full or partial credit against the basic knowledge requirements and associated examination will be given for any other technical qualification considered by the JAA full member Authority to be equivalent to the JAR-66 knowledge standard.</p> <p>JAR 66.30 Experience requirements (See AMC 66.30)</p> <p>(a) Certifying staff must meet a minimum civil aircraft maintenance experience requirement appropriate to the JAR-66 aircraft maintenance licence sought, which will be reduced by the JAA full member Authority when satisfied that either JAR-147 approved training or other appropriate technical</p>	<p>66.A.25 Basic knowledge requirements</p> <p>(a) An applicant for an aircraft maintenance licence or the addition of a category or subcategory to such an aircraft maintenance licence shall demonstrate, by examination, a level of knowledge in the appropriate subject modules in accordance with Appendix I to this Part. The basic knowledge examinations shall be conducted by a training organisation appropriately approved under-Part-147 or by the competent authority.</p> <p>(b) Full or partial credit against the basic knowledge requirements and associated examination shall be given for any other technical qualification considered by the competent authority to be equivalent to the knowledge standard of this Part. Such credits shall be established in accordance with Section B, Subpart E of this Part.</p> <p>66.A.30 Experience requirements</p> <p>(a) An applicant for an aircraft maintenance licence shall have acquired:</p> <p>1. for category A and subcategories B1.2 and B1.4:</p> <p>(i) three years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or</p> <p>(ii) two years of practical maintenance experience</p>	<p>Differences</p> <p>-Replaces JAR 66.25(a) and (c)</p> <p>-66.A.25(a) is based upon JAR 66.25(a). The requirement to comply with JAR 66 Appendix 1 examination syllabus was introduced through a note to JAR 66.25(b). Now compliance with Appendix 1 is required by 66.A.25(a)</p> <p>-JAR 66.25(b) first sentence will be transferred to guidance material while the second sentence is deleted as it repeats Appendix 1 to Part 66.</p> <p>-66.A.25(b) is based upon JAR 66.25(c)</p> <p>Differences</p> <p>-Replaces JAR 66.30</p> <p>-66.A.30(a) is based upon JAR 66.30(a), (b) and (c), plus AMC 66.30(a), (b), (c) paragraphs 1 and 2. 66.A.30(a)1 includes reduced experience requirements for Subcategories B1.2 and B1.4. The</p>

JAR-66	Part 66	Difference
<p>training has been received. For category A and B1 or B2 the experience must be practical which means being involved with a representative cross section of maintenance tasks on aircraft.</p> <p>(b) The minimum civil aircraft maintenance experience before possible paragraph (a) reductions means, for category A three years and for category B1 or B2 five years.</p> <p>JAR 66.20(b) (continued)</p> <p>(c) The minimum civil aircraft maintenance experience for category C is three years qualified as a B1 or B2 certifying staff in line maintenance, or, in base maintenance supporting the category C certifying staff, or, a combination of both. Alternatively, the minimum civil aircraft experience for category C certifying staff qualified by holding an academic degree in a technical discipline from a university or other higher educational institute accepted by the JAA full member Authority is three years on a representative selection of tasks directly associated with aircraft maintenance including six months of observation of base maintenance tasks.</p> <p>(d) For all certifying staff, at least 1 year of the required experience must be recent maintenance experience on aircraft typical of the category/sub-category for which the JAR-66 aircraft maintenance licence is sought.</p> <p>(e) Aircraft maintenance experience gained outside a civil aircraft maintenance environment will be accepted by the JAA full member Authority when satisfied that such maintenance is equivalent to that required by JAR-66 but additional experience of civil aircraft maintenance will be required to ensure understanding of the civil aircraft maintenance environment.</p>	<p>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) one year of practical maintenance experience on operating aircraft and completion of a Part-147 approved basic training course.</p> <p>2. for category B2 and subcategories B1.1 and B1.3:</p> <p>(i) five years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training; or</p> <p>(ii) three 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) two years of practical maintenance experience on operating aircraft and completion of a Part -147 approved basic training course.</p> <p>3. for category C with respect to large aircraft:</p> <p>(i) three years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as Part-145 B1.1, B1.3 or B2 support staff, or, a combination of both; or</p> <p>(ii) five years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as Part -145 B1.2 or B1.4 support staff, or a combination of both; or</p> <p>4. for category C with respect to non large aircraft:</p> <p>three years of experience exercising category B1 or B.2 privileges on non large aircraft or as Part-145 B1 or B.2 support staff, or a combination of both; or</p> <p>5. for category C obtained through the academic route:</p> <p>an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution recognised by the competent</p>	<p>experience required to add a category C to a subcategory B1.2 or B1.4 is increased to 5 years to make it equivalent to the total experience requirement when using the B1.1 or B1.3 path.</p> <p>-66.A.30(b) is a new paragraph that specifies the experience requirements to add a Category or subcategory to an existing category. The detailed requirement is included in Appendix 4 to Part 66. This requirement is based upon JAA Administrative and Guidance Material Part 2 Section3 Temporary Guidance Leaflet (TGL) 30. TGL 30 constituted an amendment to AMC 66.30(a), (b), (c).</p> <p>-66.A.30(c) is based upon the second sentence of JAR 66.30(a).</p> <p>-66.A.30(d) first sentence is based upon JAR 66.30(d). Subsequent sentences clarify the recent experience requirement for adding a category or subcategory to an existing licence and are based upon TGL 29. TGL 29 constituted an equivalent safety case to JAR 66.30(d).</p> <p>-66.A.30(e) is based upon JAR 66.30(e)</p>

JAR-66	Part 66	Difference
	<p>authority, three years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance including six months of observation of base maintenance tasks.</p> <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 Part.</p> <p>(c) For category A, B1 and B2 the experience must be practical which means being involved with a representative cross section of maintenance tasks on aircraft.</p> <p>(d) For all applicants, at least one year of the required experience must be recent maintenance experience on aircraft of the category/subcategory for which the initial aircraft maintenance licence is sought. For subsequent category/subcategory additions to an existing aircraft maintenance licence, the additional recent maintenance experience required may be less than one year, but must be at least three months. The required experience must be dependent upon the difference between the licence category /subcategory held and applied for. Such additional experience must be typical of the new licence category/subcategory sought.</p> <p>(e) Notwithstanding paragraph (a), aircraft maintenance experience gained outside a civil aircraft maintenance environment shall be accepted when such maintenance is equivalent to that required by this Part as established by the competent authority. Additional experience of civil aircraft maintenance shall, however, be required to ensure understanding of the civil aircraft maintenance environment.</p>	

JAR-66	Part 66	Difference
<p>JAR 66.40 Continuity of the aircraft maintenance licence (See AMC and IEM 66.40)</p> <p>The JAR-66 aircraft maintenance licence holder must ensure that the information contained in the licence is the same as recorded in the licence copy held by the original issuing JAA full member Authority by submitting the said licence to that JAA full member Authority for review no later than 5 years after the last issue or amendment of the licence as appropriate. Failure to carry out this action would invalidate any JAR-145 certification authorisation issued on the basis of such JAR-66 aircraft maintenance licence and may require recent aircraft maintenance experience and / or the resit of some examinations before re-issue of the licence. The JAA full member Authority will decide for each particular case.</p>	<p>66.A.40 Continued validity of the aircraft maintenance licence</p> <p>(a) The aircraft maintenance licence becomes invalid five years after its last issue or amendment, 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 66. B.120.</p> <p>(b) Any certification privileges based upon a aircraft maintenance licence becomes invalid as soon as the aircraft maintenance licence is invalid.</p> <p>(c) The aircraft maintenance licence is only valid when issued and/or amended by the competent authority and when the holder has signed the document.</p>	<p>Differences</p> <p>-Replaces JAR 66.40.</p> <p>-66.A.40(a) is based upon first sentence of JAR 66.40</p> <p>-66.A.40(b) is based upon first half of second sentence of JAR 66.40. Second half of the sentence is deleted because it wrongly required examination or additional experience to revalidate the licence, whilst the revalidation of a licence is a purely administrative process based upon the comparison of records only, not the recency of the individual's experience.</p> <p>-66.A.40(c) is a new paragraph clarifying the conditions for the licence validity.</p>
<p>JAR 66.45 Type/task training and ratings (See AMC and IEM 66.45)</p> <p>(a) Category A certifying staff are required to hold an appropriate JAR-66 aircraft maintenance licence prior to the grant of a JAR-145 certification authorisation on a specific aircraft type. JAR-145 certification authorisations may only be granted following the satisfactory completion of the relevant category A aircraft task training carried out by an appropriately approved JAR-145 or JAR-147 organisation.</p> <p>JAR 66.30(c) (continued)</p> <p>(b) Category B1 and B2 certifying staff are required to hold an appropriate aircraft type rated JAR-66 aircraft maintenance licence prior to the grant of a JAR-145 certification authorisation on a specific aircraft type. Ratings will be granted</p>	<p>66.A.45 Type/task training and ratings</p> <p>(a) The holder of a category A aircraft maintenance 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 Part-145 or Part-147 organisation. The training shall include practical hands on training and theoretical training as appropriate for each task authorised. Satisfactory completion of training shall be demonstrated by an examination and/or by workplace assessment carried out by an appropriately approved Part-145 or Part-147 organisation.</p> <p>(b) Except as otherwise specified in paragraph (g), the holder of a category B1, B2 or C aircraft</p>	<p>Differences</p> <p>-Replaces JAR 66.45</p> <p>-66.A.45(a) is based upon JAR 66.45(a) and AMC 66.45(a)</p> <p>-66.A.45(b) is based upon JAR 66.45(b) first sentence and JAR 66.45(c) first sentence.</p> <p>-66.A.45(c) is based upon JAR 66.45(b) second sentence and JAR 66.45(c) second sentence.</p> <p>-66.A.45(d) is a new paragraph that specifies the type training requirements. It is based upon part of AMC 66.45(b). The</p>

JAR-66	Part 66	Difference
<p>following satisfactory completion of the relevant category B1 or B2 aircraft type training approved by the JAA full member Authority or by an appropriately approved JAR-147 maintenance training organisation.</p> <p>(c) Category C certifying staff are required to hold an appropriate aircraft type rated JAR-66 aircraft maintenance licence prior to the grant of a JAR-145 certification authorisation on a specific aircraft type. Ratings will be granted following satisfactory completion of the relevant category C aircraft type training approved by the JAA full member Authority or by an appropriately approved JAR-147 maintenance training organisation except in the case of a category C person qualified by holding an academic degree as specified in JAR-66.30 (c), where the first relevant aircraft type training must be at the category B1 or B2 level.</p> <p>(d) Completion of approved aircraft task or type training, as required by sub-paragraphs (a) to (c) above, must be satisfactorily demonstrated by an examination.</p>	<p>maintenance licence shall only exercise certification privileges on a specific aircraft type when the aircraft maintenance licence is endorsed with the appropriate aircraft type rating.</p> <p>(c) Except as otherwise specified in paragraph (h), ratings shall be granted following satisfactory completion of the relevant category B1, B2 or C aircraft type training approved by the competent authority or conducted by an appropriately approved Part-147 maintenance training organisation.</p> <p>(d) Category B1 and B2 approved type training shall include theoretical and practical elements and consist of the appropriate course in relation to the 66.A.20(a) privileges. Theoretical and practical training shall comply with Appendix III to this Part.</p> <p>(e) Category C approved type training shall comply with Appendix III to this Part. In the case of a category C person qualified by holding an academic degree as specified in 66.A.30 (a), (5), the first relevant aircraft type theoretical training shall be at the category B1 or B2 level. Practical training is not required.</p> <p>(f) Completion of approved aircraft type training, as required by paragraphs (b) to (e), shall be demonstrated by an examination. The examination shall comply with Appendix III to this Part. The examinations in respect of category B1 or B2 or C aircraft type ratings shall be conducted by training organisations appropriately approved under Part-147, the competent authority, or the training organisation conducting the approved type training course.(g) Notwithstanding paragraph (b), for aircraft other than large aircraft, the holder of a category B1 or B2 aircraft maintenance licence may also exercise certification privileges, when the aircraft maintenance licence is endorsed with the appropriate group ratings, or manufacturer group ratings, unless the Agency has determined that the</p>	<p>detailed requirement is included in Appendix 3 to Part 66.</p> <p>-66.A.45(e) is based upon JAR 66.45(c) and AMC 66.45(c). It also refers to Appendix 3 for the detailed type training requirement.</p> <p>-66.A.45(f) is based upon JAR 66.45(d)</p> <p>-66.A.45(g) is a new paragraph allowing group ratings instead of type ratings for light aircraft</p> <p>-66.A.45(h) is a new paragraph allowing type examination instead of type training for light aircraft.</p>

JAR-66	Part 66	Difference
	<p>complexity of the aircraft in question requires a type rating.</p> <p>1. Manufacturer group ratings may be granted after complying with the type rating requirements of two aircraft types representative of the group from the same manufacturer.</p> <p>2. Full group ratings may be granted after complying with the type rating requirements of three aircraft types representative of the group from different manufacturers. However, no full group rating may be granted to B1 multiple turbine engine aeroplanes, where only manufacturer group rating applies.</p> <p>3. The groups shall consist of the following:</p> <p>(i) for category B1 or C:</p> <p>helicopter piston engine</p> <p>helicopter turbine engine</p> <p>aeroplane single piston engine – metal structure</p> <p>aeroplane multiple piston engines – metal structure</p> <p>aeroplane single piston engine – wooden structure</p> <p>aeroplane multiple piston engines – wooden structure</p> <p>aeroplane single piston engine – composite structure</p> <p>aeroplane multiple piston engines – composite structure</p> <p>aeroplane turbine – single engine</p> <p>aeroplane turbine – multiple engine</p> <p>(ii) for category B2 or C:</p> <p>aeroplane</p> <p>helicopter</p> <p>(h) Notwithstanding paragraph (c), ratings on aircraft other than large aircraft may also be granted, subject to satisfactory completion of the relevant category B1 , B2 or C aircraft type examination and demonstration of practical experience on the aircraft type, unless the Agency has determined that the aircraft is complex, where</p>	

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JAR-66	Part 66	Difference
	<p>paragraph 3 approved type training is required.</p> <p>In the case of a category C ratings on aircraft other than large aircraft, for a person qualified by holding an academic degree as specified in 66.A.30 (a), (5), the first relevant aircraft type examination shall be at the category B1 or B2 level.</p> <p>1. Category B1,B2 and C approved type examinations must consist of a mechanical examination for category B1 and an avionics examination for category B2 and both mechanical and avionics examination for category C.</p> <p>2. The examination shall comply with Appendix III to this Part. The examination shall be conducted by training organisations appropriately approved under Part-147, or by the competent authority.</p> <p>3. Aircraft type practical experience shall include a representative cross section of maintenance activities relevant to the category.</p>	
<p>JAR 66.50 Medical fitness (See AMC 66.50) Certifying staff must not exercise the privileges of their certification authorisation if they know or suspect that their physical or mental condition renders them unfit to exercise such privileges.</p> <p>JAR 66.55 Evidence of qualification (See IEM 66.55) Certifying staff qualified in accordance with this JAR-66 will be issued with an aircraft maintenance licence by the JAA full member Authority as evidence of one of the qualifications necessary for the grant of a JAR-145 certification authorisation. Certifying staff must be able to produce their licence if requested by an authorised person within a reasonable time.</p>		<p>Differences</p> <p>Deleted by legal review. The Basic Regulation does not empower the Agency to regulate this issue.</p> <p>Differences</p> <p>Deleted by legal review.</p>

JAR-66	Part 66	Difference
<p>JAR 66.60 Equivalent safety cases (See AMC 66.60) The JAA full member Authority may exempt any person, required to be qualified in accordance with JAR-66, from any requirement in JAR-66 when satisfied that a situation exists not covered by JAR-66 and subject to compliance with any supplementary condition(s) the JAA full member Authority considers necessary to ensure equivalent safety. Such exemption and supplementary condition(s) must be agreed by the JAA full member Authorities to ensure continued recognition of the person.</p>		<p>Differences</p> <p>Adressed in Article 10 of the Basic Regulation.</p>
<p>JAR 66.65 Revocation, suspension or limitation of the JAR-66 aircraft maintenance licence (See IEM 66.65) (a) The JAA full member Authority may, on reasonable grounds after due enquiry, revoke, suspend or limit the JAR-66 aircraft maintenance licence or direct the JAR-145 approved maintenance organisation to revoke, suspend or limit the JAR-145 certification authorisation if the JAA full member Authority is not satisfied that the holder of the licence and authorisation is a fit and proper person to hold such licence and authorisation subject to the conditions of paragraph (a)(1) or (a)(2) as appropriate. (1) Before revoking or limiting the JAR-66 aircraft maintenance licence or directing the JAR-145 approved maintenance organisation the JAA full member Authority must first give at least 28 days notice to the affected party or parties in writing of its intention so to do and of the reasons for its proposal and must offer the affected party or</p>		<p>Differences</p> <p>- JAR 66.65 now addressed in Part-66.B.155</p>

JAR-66	Part 66	Difference
<p>parties an opportunity to make representations and the JAA full member Authority will consider those representations.</p> <p>(2) In the case where the JAA full member Authority has determined that the safe operation of the aircraft is adversely affected the JAA full member Authority may in addition to sub-paragraph (a)(1) provisionally suspend the JAR-66 aircraft maintenance licence without prior notice until the sub-paragraph (a)(1) procedure is complete.</p> <p>(b) For the JAA full member Authority to consider a person to be not a fit and proper person means that there is clear evidence that the person has knowingly carried out or been involved in one or more of the following activities;</p> <p>(1) Obtained the JAR-66 aircraft maintenance licence and/or the JAR-145 certification authorisation by falsification of submitted evidence.</p> <p>JAR 66.55 (continued)</p> <p>(2) Failed to carry out requested maintenance combined with failure to report such fact to the organisation that requested the maintenance.</p> <p>(3) Failed to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation for whom the maintenance was intended to be carried out.</p> <p>(4) Negligent maintenance.</p> <p>(5) Falsification of the maintenance record.</p> <p>(6) The issue of a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been</p>		

JAR-66	Part 66	Difference
carried out or without verifying that such maintenance has been carried out. (7) Carrying out maintenance or issuing a certificate of release to service when adversely affected by alcohol or drugs.		

JAR-66	Part 66	Difference
	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 this Part shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300. (b) A person undergoing a qualification process valid in a Member State, prior to the date of entry into force of this Part may continue to be qualified. The holder of a qualification gained following such qualification process shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300 (c) Where necessary, the aircraft maintenance licence shall contain technical limitations in relation to the scope of the pre-existing qualification.	Differences -New paragraph based upon JAR 66.1(g) (conversion provisions).
	66.A.100 General Until such time as this Part specifies a requirement for certifying staff of aircraft other than aeroplanes and helicopters, the relevant Member State regulation shall apply.	Differences -New paragraph for certifying staff of aircraft other than aeroplanes and helicopters. It refers to the existing Member States national requirements.
	66.A.200 General Until such time as this Part specifies a requirement for certifying components, the relevant Member State regulation shall apply.	Differences -New paragraph for certifying staff of component. It refers to the existing Member States national requirements.
	66.B.05 Scope This section establishes the administrative requirements to be followed by the competent authorities in charge of the application and the	Differences New paragraph defining the scope of Section B

JAR-66	Part 66	Difference
	enforcement of Section A of this Part.	

JAR-66	Part 66	Difference
	<p>66.B.10 Competent authority</p> <p>(a) General</p> <p>A Member State shall designate a competent authority with allocated responsibilities for the issuance, continuation, amendment, suspension or revocation of licences. This competent authority shall establish documented procedures and an organisational structure.</p> <p>(b) Resources</p> <p>The competent authority shall be appropriately staffed to carry out the requirements of this Part.</p> <p>(c) Procedures</p> <p>The competent authority shall establish procedures detailing how compliance with this Part is accomplished.</p> <p>The procedures shall be reviewed and amended to ensure continued compliance.</p>	<p>Differences</p> <p>-New paragraph intends to provide the necessary instruments to facilitate the standardisation inspections required by Article 16 of Regulation 1592/2002.</p>
	<p>66.B.15 Acceptable means of compliance</p> <p>The Agency shall develop acceptable means of compliance that the Member States may use to establish compliance with this Part. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met.</p>	<p>Differences</p> <p>- Allows acceptable means of compliance to be developed</p>
	<p>66.B.20 Record-keeping</p> <p>(a) The competent authority shall establish a system of record-keeping that allows adequate traceability of the process to issue, revalidate, amend, suspend or revoke each aircraft</p>	<p>Differences</p> <p>-Record-keeping system.</p>

JAR-66	Part 66	Difference
	<p>maintenance licence.</p> <p>(b) The records for the oversight of the Part shall include:</p> <ol style="list-style-type: none"> 1.the application for an aircraft maintenance licence or change to that licence, including all supporting documentation; 2. a copy of the aircraft maintenance licence including any changes; 3. copies of all relevant correspondence; 4. details of any exemption and enforcement actions; 5. any report from other competent authorities relating to the aircraft maintenance licence holder; 6. records of examinations conducted by the competent authority; 7. aircraft maintenance licence conversion reports; 8. examination credit reports. <p>(c) Records referred to in paragraph (b),1. to 5. shall be kept at least 5 years after the end of the licence validity.</p> <p>(d) Records referred to in paragraph (b),6. shall be kept at least five years.</p> <p>(e) Records referred to in paragraph (b),7 and 8. shall be kept for an unlimited period.</p>	

JAR-66	Part 66	Difference
	<p>66.B.25 Mutual exchange of information</p> <p>(a) In order to contribute to the improvement of air safety, the competent authorities shall participate in a mutual exchange of all necessary information in accordance with Article 11 of the Basic Regulation.</p> <p>(b) Without prejudice to the competencies of the Member States, in the case of a potential safety threat involving several Member States, the concerned competent authorities shall assist each other in carrying out the necessary oversight action.</p>	<p>Differences</p> <p>-New paragraph intends to provide the necessary instruments to facilitate the communication between Member States</p>
	<p>66.B.30 Exemptions</p> <p>All exemptions granted in accordance with Article 10, 3. of the Basic Regulation shall be recorded and retained by the competent authority.</p>	<p>Differences</p> <p>-New paragraph allowing the Member State to grant exemptions in accordance with Article 10 of Regulation 1592/2002. In practice this replaces the concept of equivalent safety cases under JAR 66.60.</p>
	<p>66.B.100 Procedure for the issue of an aircraft maintenance licence by the competent authority</p> <p>(a) On receipt of EASA Form 19 and any supporting documentation, the competent authority shall verify EASA Form 19 for completeness and ensure that the experience claimed meets the requirement of this Part.</p> <p>(b) The competent authority shall verify an applicant's examination status and/or confirm the validity of any credits to ensure that all required modules of Appendix 1 have been met as required by this Part.</p> <p>(c) When satisfied that the applicant meets the standards of knowledge and experience required by</p>	<p>Differences</p> <p>-New paragraph based upon JAA Administrative and Guidance material (hereinafter A.G.M.) Part 2 Section 2 Procedures (Chapter) 22.</p>

JAR-66	Part 66	Difference
	this Part, the competent authority shall issue the relevant aircraft maintenance licence to the applicant. The same information shall be kept on competent authority file.	

JAR-66	Part 66	Difference
	<p>66.B.105 Procedure for the issue of an aircraft maintenance licence via the Part -145 approved maintenance organisation</p> <p>(a) A Part-145 maintenance organisation which has been authorised to carry out this activity by the competent authority may prepare the aircraft maintenance licence on behalf of the competent authority or make recommendations to the competent authority regarding the application from an individual for a aircraft maintenance licence so that the competent authority may prepare and issue such licence.</p> <p>(b) The Part-145 maintenance organisation shall ensure compliance with 66.B.100 (a) and (b). In all cases, the competent authority shall issue the aircraft maintenance licence to the applicant.</p>	<p>Differences</p> <p>-New paragraph based upon JAA Administrative and Guidance material (hereinafter A.G.M.) Part 2 Section 2 Procedures (Chapter) 22.</p>
	<p>66.B.110 Procedure for the amendment of an aircraft maintenance licence to include an additional basic category or subcategory</p> <p>(a) In addition to the documents required under 66.B.100 or 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 EASA Form 19.</p> <p>(b) At the completion of the procedure as specified in 66.B.100 or 66.B.105, the competent authority shall endorse the additional basic category or subcategory on the aircraft maintenance licence by stamp and signature or reissue the licence. The competent authority file shall be amended accordingly.</p>	<p>Differences</p> <p>-New paragraph based upon JAA Administrative and Guidance material (hereinafter A.G.M.) Part 2 Section 2 Procedures (Chapter) 22.</p>

JAR-66	Part 66	Difference
	<p>(c) Where the applicant for amendment of the basic categories qualifies for such variation via 66.B.100 in a Member State other than the Member State in which he/she first qualified, the application shall be sent to the Member State of first qualification.</p> <p>(d) Where the applicant for amendment of the basic categories qualifies for such variation via 66.B.105 in a Member State other than the Member State in which he/she first qualified, the Part-145 approved maintenance organisation shall send the aircraft maintenance licence together with EASA Form 19 to the Member State of first qualification for Member State stamp and signature of the amendment or reissue of the licence.</p>	

JAR-66	Part 66	Difference
	<p>66.B.115 Procedure for the amendment of an aircraft maintenance licence to include an aircraft type or group</p> <p>On receipt of a satisfactory EASA Form 19 and any supporting documentation demonstrating compliance with the applicable type rating and/or group rating requirements and the accompanying aircraft maintenance licence, the competent authority shall either endorse the applicant's aircraft maintenance licence with the aircraft type or group or reissue the said licence to include the aircraft type or group. The competent authority file shall be amended accordingly.</p>	<p>Differences</p> <p>-New paragraph based upon JAA Administrative and Guidance material (hereinafter A.G.M.) Part 2 Section 2 Procedures (Chapter) 22.</p>
	<p>66.B.120 Procedure for the renewal of an aircraft maintenance licence validity</p> <p>(a) The holder of an aircraft maintenance licence shall complete the relevant parts of EASA Form 19 and submit it with the holder's copy of the licence to the competent authority that issued the original aircraft maintenance licence, unless the Part-145 approved maintenance organisation has a procedure in its exposition whereby such organisation may submit the necessary documentation on behalf of the aircraft maintenance licence holder.</p> <p>(b) The competent authority shall compare the holder's aircraft maintenance licence with the competent authority file and verify any pending revocation, suspension or variation action pursuant to 66.B.500. If the documents are identical and no action is pending pursuant to 66. B.500, the holder's copy shall be renewed for five years and the file endorsed accordingly.</p> <p>(c) If the competent authority file is different</p>	<p>Differences</p> <p>-New paragraph based upon JAA Administrative and Guidance material (hereinafter A.G.M.) Part 2 Section 2 Procedures (Chapter) 22.</p>

JAR-66	Part 66	Difference
	<p>from the aircraft maintenance licence held by the licence holder:</p> <ol style="list-style-type: none"> 1. the competent authority shall investigate the reasons for such differences and may choose not to renew the aircraft maintenance licence. 2. the competent authority shall inform both the licence holder and any known Part-145 or Part-M approved maintenance organisation affected of such fact and shall, if necessary, take action under paragraph 66. B.155 to revoke, suspend or amend the licence in question. 	

JAR-66	Part 66	Difference
	<p>66.B.200 Examination by the competent authority</p> <p>(a) All examination questions shall be kept in a secure manner prior to an examination, to ensure that candidates will not know which particular questions will form the basis of the examination. The competent authority shall nominate those persons who control the questions to be used for each examination.</p> <p>(b) The competent authority shall appoint examiners who shall be present during all examinations to ensure the integrity of the examination.</p> <p>(c) Basic examinations shall follow the standard specified in Appendix I and II to this Part.</p> <p>(d) Type examinations must follow the standard specified in Appendix III to this Part.</p> <p>(e) New essay questions shall be raised at least every six months and used questions withdrawn or rested from use. A record of the questions used shall be retained in the records for reference.</p> <p>(f) All examination papers shall be handed out at the start of the examination to the candidate and handed back to the examiner at the end of the allotted examination time period. No examination paper may be removed from the examination room during the allotted examination time period.</p> <p>(g) Apart from specific documentation needed for type examinations, only the examination paper may be available to the candidate during the examination.</p> <p>(h) Examination candidates shall be separated from each other so that they cannot read each other's examination papers. They may not speak to any person other than the examiner.</p> <p>(i) Candidates who are proven to be cheating</p>	<p>Differences</p> <p>-New paragraph based upon part of JAA A.G.M. Chapter 23.</p>

JAR-66	Part 66	Difference
	shall be banned from taking any further examination within twelve months of the date of the examination in which they were found cheating.	

JAR-66	Part 66	Difference
	66.B.300 General (a) The competent authority may only perform the conversion specified in 66.A.70 in accordance with a conversion report prepared pursuant to paragraph 66.B.305 or 66.B.310, as applicable. (b) The conversion report shall be either developed by the competent authority or approved by the competent authority.	Differences -New paragraph based upon JAR 66.1(g) and JAA A.G.M. Chapter 25 – conversion to JAR 66 licences. It should be noted that while Chapter 25 included an “a priori” validation of the JAA Member, for legal reasons 66.B.300 to 310 are intended to give the Agency only the basis for “a posteriori” check.
	66.B.305 Conversion report for national qualifications The report shall describe the scope of each type of qualification and show to which aircraft maintenance licence it will be converted, which limitation will be added and the Part -66 module/subjects on which examination is needed to ensure conversion to the aircraft maintenance licence without limitation, or to include an additional (sub-) category. The report shall include a copy of the existing regulation defining the licence categories and scopes.	Differences -New paragraph based upon JAR 66.1(g) and JAA A.G.M. Chapter 25 – conversion to JAR 66 licences. It should be noted that while Chapter 25 included an “a priori” validation of the JAA Member, for legal reasons 66.B.300 to 310 are intended to give the Agency only the basis for “a posteriori” check.
	66.B.310 Conversion report for approved maintenance organisations authorisations For each approved maintenance organisation concerned, the report shall describe the scope of each type of authorisation and show to which aircraft maintenance licence it will be converted, which limitation will be added and the module/subjects on which examination is needed to convert to the licence, or to include an additional (sub-)category. The report shall include a copy of the relevant approved maintenance organisation's	Differences -New paragraph based upon JAR 66.1(g) and JAA A.G.M. Chapter 25 – conversion to JAR 66 licences. It should be noted that while Chapter 25 included an “a priori” validation of the JAA Member, for legal reasons 66.B.300 to 310 are intended to give the Agency only the basis for “a posteriori” check.

JAR-66	Part 66	Difference
	procedures for the qualification of certifying staff, on which the conversion process is based.	

JAR-66	Part 66	Difference
	<p>66.B.400 General</p> <p>(a) The competent authority may only grant examination credit on the basis of an examination credit report prepared in accordance with 66.B.405.</p> <p>(b) The examination credit report must be either developed by the competent authority or approved by the competent authority.</p>	<p>Differences</p> <p>-New paragraph based upon JAA A.G.M. Chapter 25 – examination credits. It should be noted that while Chapter 25 included an “a priori” validation of the JAA Member, for legal reasons 66.B.400 to 405 are intended to give the Agency the basis for “a posteriori” check.</p>
	<p>66.B.405 Examination credit report</p> <p>(a) For each technical qualification concerned the report shall identify the subject matter and knowledge levels contained in Appendix I to this Part relevant to the particular category being compared.</p> <p>(b) The report shall include a statement of compliance against each subject stating where, in the technical qualification, the equivalent standard can be found. If there is no equivalent standard for the particular subject, the report shall state such facts.</p> <p>(c) Based upon paragraph (b) comparison, the report shall indicate for each technical qualification concerned the Appendix I subject matters subject to examination credits.</p> <p>(d) Where the national qualification standard is changed, the report shall be amended as necessary.</p>	<p>Differences</p> <p>-New paragraph based upon JAA A.G.M. Chapter 25 – examination credits. It should be noted that while Chapter 25 included an “a priori” validation of the JAA Member, for legal reasons 66.B.400 to 405 are intended to give the Agency the basis for “a posteriori” check.</p>

JAR-66	Part 66	Difference

JAR-66	Part 66	Difference
	<p>66.B.500 Revocation, suspension or limitation of the aircraft maintenance licence</p> <p>The competent authority shall suspend, limit or revoke the aircraft maintenance licence where it has identified a safety issue or if it has clear evidence that the person has carried out or been involved in one or more of the following activities:</p> <ol style="list-style-type: none"> 1. obtaining the aircraft maintenance licence and/or the certification privileges by falsification of submitted documentary evidence. 2. failing to carry out requested maintenance combined with failure to report such fact to the organisation or person who requested the maintenance. 3. failing to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation or person for whom the maintenance was intended to be carried out. 4. negligent maintenance. 5. falsification of the maintenance record. 6. issuing a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such 	<p>Differences</p> <p>-New Paragraph based upon JAR 66.65(b)</p>

JAR-66	Part 66	Difference
	<p>maintenance has been carried out.</p> <p>7. carrying out maintenance or issuing a certificate of release to service when adversely affected by alcohol or drugs.</p> <p>8. issuing certificate of release to service while not in compliance with this Part.</p>	
<p>Appendix 1 to JAR 66</p> <p>See JAR 66</p>	<p>Appendix I to Part 66</p> <p>See Part 66</p>	<p>Differences</p> <ul style="list-style-type: none"> • See bellow
<p>-Replaces Appendix 1 to JAR 66</p> <p>-Main changes consist in the introduction of a new Module 11b for Piston engine Aeroplanes.</p> <p>Modules 1 to 4 are unchanged.</p> <p>Module 5 is simplified for subcategories B1.2 and B1.4.</p> <p>Module 6:</p> <ul style="list-style-type: none"> • Paragraph 6.3 becomes paragraph 6.3.1 – subparagraph (b) now includes the damage assessment and repair of non metallic material. • New paragraph 6.3.2 deals with wooden structure. • New paragraph 6.3.3 deals with fabric covering. <p>Module 7:</p> <ul style="list-style-type: none"> • Paragraph 7.1 now requires knowledge on “extinguishing agents”. • Paragraph 7.14 is renamed ‘Material handling’ and ‘Sheet metal’ becomes 7.14.1. • New paragraph 7.14.2 deals with ‘composite and non metallic’. 		

JAR-66	Part 66	Difference
<p>Modules 8 and 9 are unchanged.</p> <p>Module 10:</p> <ul style="list-style-type: none"> General: JAR replaced by Parts, JAA by EASA, etc. Subparagraph 10.4(b) JAR-OPS M is deleted as the subject is now covered by 10.6 Part M. <p>Module 11a:</p> <ul style="list-style-type: none"> Based upon former Module 11. Applicable to Subcategories A1 and B1.1 only, and renamed '<u>Turbine</u> aircraft aerodynamics, structure and systems'. Paragraph 11.2a: aircraft bonding added. Paragraph 11.3.1: construction of 'emergency exits' added. New subparagraph 11.8b on 'portable fire extinguisher'. Paragraph 11.9: Stall <u>warning</u> added. Paragraph 11.12: 'hot air de-icing' and 'wiper systems added'. 'Rain removal' deleted. Paragraph 11.14: 'anticollision lights added'. <p>Module 11b:</p> <ul style="list-style-type: none"> Based upon former Module 11 but simplified to cater for piston engine aircraft technology. Applicable to Subcategories A2 and B1.2 only, and renamed '<u>Piston</u> aircraft aerodynamics, structure and systems'. <p>Modules 12 to 15 are unchanged.</p> <p>Module 16:</p> <ul style="list-style-type: none"> Paragraph 16.1 deals with the Diesel engine operating principles. 		

JAR-66	Part 66	Difference
<ul style="list-style-type: none"> • New paragraph 16.4.3 deals with Electronic Engine Control (FADEC). • Paragraph 16.5: 'Pre -heat' system added (for Diesel engines). • Paragraph 16.6 – Cooling Systems: 'air and liquid' added. • Paragraph 16.10: 'Coolant temperature' added. <p>Module 17:</p> <ul style="list-style-type: none"> • Paragraph 17.1: 'wooden' propellers added. • Paragraph 17.3: 'Speed control and pitch change methods' clarified. • New paragraph 17.7 on 'propeller storage and preservation'. 		

JAR-66	Part 66	Difference
	Appendix II to Part 66 See Part 66	Differences -New Appendix based upon part of Chapter 23
	Appendix III to Part 66 See Part 66	Differences -New Appendix based upon AMC 66.45(b) and TGL 40 -Paragraph 1 includes the definitions of type training levels. These definitions are based upon Air Transport Association (ATA) 104 training levels. In JAR 66 ATA 104 levels were referenced in AMC 66.45(b). ATA being a non-European association, it was found preferable to include the training levels definitions in the requirement rather than referring to a text on which the EU exercises no control. -Paragraph 2 includes the type training standard and is based upon TGL 40 and AMC 66.45(b). -Paragraph 3 includes the type training examination standard and is based upon TGL 40. -Paragraph 4 is entirely new and introduces the examination standard for light aircraft exempted from type training.
	Appendix IV to Part 66 See Part 66	Differences -New Appendix based upon TGL 30, but

JAR-66	Part 66	Difference
		revised due to the change of experience requirement for Category B1.2 and B1.4
Appendix 2 to JAR 66 See JAR 66	Appendix V to Part 66 See Part 66	Differences -Replaces Appendix 2 to JAR 66. Is based upon Appendix 2 to JAR 66 and part of Chapter 23 -Licence format and content have been slightly amended to reflect the changes from the JAA environment to the EU environment. The provisions entitled 'conditions' have also been changed to reflect the use of the licence in non commercial air transportation (Part M).