

# Leaflet H-20 Licensed Aircraft Maintenance Personnel – Certification Responsibilities of Type Rated/Authorised Personnel

## 1 General

The purpose of this Leaflet is to describe the certification responsibilities of UK Licensed Aircraft Maintenance Personnel. Such personnel may be the holder of an Aircraft Maintenance Engineer's Licence issued under BCAR Section L or an Aircraft Maintenance Licence issued under Part-66.

The responsibilities apply when issuing certifications either as a Type Rated Licence holder or as an engineer holding a certification authorisation within an approved organisation. It also describes the privileges of the various Type Rated Licences. It should be noted that where the holder of a licence is performing maintenance activities on an aircraft on which he or she is not appropriately licensed, i.e. acting as a non-certifying engineer, they are still expected to act responsibly and carry out such work in accordance with the procedures and standards identified in the following paragraphs.

**NOTES:** 1) A BCAR Section L licence is applicable to the certification of UK registered, non-Part 21 aircraft types, whether through the privileges of the licence or under an authorisation issued by an appropriately approved BCAR maintenance organisation.

Except for those aircraft referred to in Note 4 below, certification authorisations issued by organisations holding BCAR maintenance organisation approvals must be based on a valid and appropriately type rated BCAR Section L licence.

2) A UK Part 66 licence is applicable to the certification of UK registered, Part 21 aircraft types, whether through the privileges of the licence or under an authorisation issued by an appropriately approved Part 145 or Part-CAO maintenance organisation, as applicable.

3) Part 21 and non-Part 21 aircraft are defined in CAP 747.

4) Aircraft types listed in the [UK Part 66 Type Rating list \(SRG1782\)](#) that are being used for purposes that exclude them from the UK Basic Regulation under Article 2(3)(a), such as aircraft being operated for the police or other State purposes, will not be endorsed on a BCAR Section L licence.

5) All references to CAA in this document mean the United

Kingdom Civil Aviation Authority and all references to Part 145, Part 147, Part-CAO etc. mean CAA issued approvals.

A licence issued by the CAA does not confer any certification privileges with respect to aircraft which are not registered in the United Kingdom unless the licence holder is entitled to certify for such activities by way of having the licence validated by the relevant Aviation Authority and/or is authorised by a maintenance organisation approved by that Authority.

**NOTES:** 1) A BCAR Section L Aircraft Maintenance Engineer Licence or Part 66 Aircraft Maintenance Licence Without Type Rating (LWTR) does not confer any certification privileges on the holder.

2) In the context of this Leaflet, reference to an authorisation means a certification authorisation issued by a CAA Approved Maintenance Organisation (under the requirements of BCARs or Part-145 or Part-CAO) to allow the holder to issue Certificates of Release to Service within the limitations shown on the authorisation.

3) Certification of maintenance on non-complex motor-powered aircraft, which are not used for the purposes of commercial operations, using a Part-66 licence in accordance with Part-M and Part-ML as authority, is limited to items which are not included in the list at Part-M Appendix VII and Part-ML Appendix

III.

- 1.1
- a) The Certificate referred to under articles 44, 45, 46, 47 and 48 of the Air Navigation Order 2016 (as amended) is a Certificate of Release to Service to be issued on completion of maintenance of aircraft or components not required to be maintained under Part-145 or Part-CAO.
  - b) The Certificate referred to in Part-145, paragraph 145.A.50 is a Certificate of Release to Service to be issued on completion of maintenance of aircraft or components which are required to be maintained under the provisions of Part-145.
  - c) The certificate referred to in Part-M, M.A.801 is a Certificate of Release to Service to be issued on completion of maintenance of aircraft or components which are required to be maintained under the provisions of Part-M.

d) The certificate referred to in Part-ML, ML.A.801 is a Certificate of Release to Service to be issued on completion of maintenance of aircraft or components which are required to be maintained under the provisions of Part-ML.

1.2 In connection with the issue of Certificates of Release to Service, the following definitions apply:

- a) **Maintenance** means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft/aircraft component. UK Regulation (EU) No. 1321/2014 extends this definition to include 'with the exception of pre-flight inspection'.
- b) **Overhaul** means the restoration of an aircraft/aircraft component by inspection and replacement in conformity with an approved standard to extend the operational life.
- c) **Repair** means the restoration of an aircraft/aircraft component to a serviceable condition in conformity with an approved standard.
- d) **Inspection** means the examination of an aircraft/aircraft component to establish conformity with an approved specification.
- e) **Replacement** is any work operation which involves the removal and replacement of the same part or the substitution of an approved alternative part.
- f) **Modification** means the alteration of an aircraft/aircraft component in conformity with an approved standard.

**NOTES:** 1) Defect rectification normally consists of an element of inspection and troubleshooting followed by repair and replacement of the defective item.

2) Inspection includes:

- i) Mandatory Inspection, an inspection made Mandatory by the CAA, where the inspection itself is the work (see CAP 747).
- ii) Scheduled Maintenance Inspection, an inspection or maintenance including tests required by the Aircraft Maintenance Programme.

1.3 Although many terms in common usage describe the various aspects of aircraft engineering, the meanings assigned to such terms are not always the same. For the purpose of this Leaflet, in relation to airworthiness, the following definitions apply:

- a) **Condition** – the physical state of an item.
- b) **Assembly** – that items are fitted, assembled, attached, installed, connected, secured or adjusted in the approved manner.
- c) **Functioning** – operation in the approved manner achieving such performance, range of movement and freedom of movement as may be specified.

The certifying engineer shall be responsible for the condition, assembly and functioning of the aircraft or its components for maintenance that has been certified under the privileges of a Type Rated Licence or an authorisation.

1.4 The certifying engineer shall be responsible for ensuring that work is performed and recorded in a satisfactory manner taking into account the following:

- a) Whenever work is carried out on an aircraft, it is the duty of all persons to whom this Leaflet applies to ensure that the work, for which they are responsible, progresses in a managed and controlled manner. Where they are supported by additional staff to carry out the work, consideration shall be given by them before starting the work to the manpower resource available and the abilities of the staff concerned. This is to ensure that the certifying engineer determines and exercises an adequate degree of supervision over such staff.
- b) In relation to work carried out on an aircraft, it is the duty of all persons to whom this Leaflet applies to ensure that an adequate record of the work carried out is maintained. This is particularly important where such work carries on beyond a working period or shift or is handed over from one person to another. The work accomplished, particularly if only disassembly or disturbance of components or aircraft systems, should be recorded as the work progresses or prior to undertaking a disassociated task. In any event, records should be completed no later than the end of the work period or shift of the individual undertaking the work. Such records should include open entries to reflect the remaining actions necessary to restore the aircraft to a serviceable condition prior to release. In the case of complex tasks which are undertaken frequently, consideration should be given to the use of pre-planned stage sheets to assist in the control, management and recording of these tasks. Where such sheets are used, care must be taken to ensure that they accurately reflect the current requirements and recommendations of the manufacturer and that all key stages, inspections, or replacements are recorded.

- c) It is also the duty of all persons to whom this Leaflet applies to consider the effect such work may have, directly or indirectly, on items which are the responsibility of other such persons. In all cases where an overlap of responsibility between licence categories occurs, the person primarily responsible for the item must involve all other trade disciplines affected. Every person to whom this Leaflet applies must therefore be conversant with all other relevant paragraphs of this Leaflet. Certificates of Release to Service for each relevant trade category must be issued by all persons concerned, each assuming responsibility of and certifying those aspects of the work for which the licence/authorisation holder is entitled to assume responsibility.

1.5 A Certificate of Release to Service shall only be issued on completion of maintenance when the signatory is (signatories are) satisfied that the work has been properly carried out and accurately recorded, having due regard to the use of:

- a) up-to-date instructions and maintenance data (including manuals, drawings, specifications, Airworthiness Directives and Mandatory Requirements listed in CAP 747, and, where applicable, company procedures);
- b) recommended tooling and test equipment which is currently calibrated where applicable;
- c) a working environment appropriate to the work being carried out.

When issuing a Certificate of Release to Service for work performed by others, the certifying engineer assumes responsibility. The certifying engineer must have inspected a sufficiently representative sample of the work and the associated documentation and be satisfied with the competence of the persons who have performed the work. For complex tasks this may require progressive inspections to be carried out as the work proceeds. In the case of an aircraft or component where welding a metallic part is considered essential to airworthiness, it is the responsibility of the certifying engineer to establish that the welder is approved in accordance with the requirements in BCAR Section A sub-section A8 for aircraft maintained under national requirements.

For aircraft maintained under Part-CAO or Part-145 it is the responsibility of the organisation to establish and control competencies in accordance with UK Regulation (EU) No 1321/2014.

**NOTE:** Licensed engineers certifying under the privileges of their licence may not deviate from the manufacturer's maintenance instruction or maintenance data, nor use alternative parts, components or assemblies

unless such deviation is supported by the written agreement of the manufacturer, approved as a change or agreed by the CAA. The local CAA Regional Office should be consulted in cases of difficulty. Authorised engineers shall comply with all company procedures covering such issues.

- 1.6
- a) When the work involves a flight safety sensitive maintenance task, such as a control system, the 'duplicate inspection' required must be completed and certified in accordance with BCAR Section A Chapter A6-1 before the relevant Certificate of Release to Service is issued.
  - b) Part-M.A.402(h) and Part 145.A.48(c)2 requires that an Independent Inspection shall be carried out after any flight safety sensitive / critical maintenance task unless otherwise specified by Part-145 or agreed by the CAA.
  - c) The holder of a Type Rated Licence in Category 'A' and/or 'C' or Part-66 Category B1 may make certification on aircraft (or their engines, as appropriate) below 5700 kg MTOM for Duplicate / Independent Inspections of minor adjustments to control systems on other types within the Category in which the licence is type rated.

**NOTE:** A minor adjustment is considered to be a single point adjustment or reassembly of a control.

- 1.7
- The holder of an appropriately Type Rated BCAR Section L Aircraft Maintenance Engineer's Licence in Categories 'A', 'B', 'C' or 'D', or the holder of an aircraft Type Authorisation equivalent to Section L Categories 'A' and/or 'C' or Part-66 Category B1, may issue a Certificate of Release to Service to cover Non Destructive Inspections on aircraft or components, within the privileges of the licence or authorisation held, subject to the work being carried out as follows:

- a) Inspection requiring the use of Field Kit for the Colour Contrast Dye Penetrant technique may be carried out by persons either Type Rated or Type Authorised as above, or persons qualified in accordance with Generic Requirement (GR) No. 23 in CAP 747.
- b) Non-Destructive Inspections requiring any other technique, including Fluorescent Penetrant Dye, shall be carried out and signed for by persons appropriately qualified in accordance with Generic Requirement (GR) No. 23 in CAP 747 prior to the issue of the CRS by a licensed or authorised engineer.

- 1.8
- Use of either a Type Rated Licence or an authorisation to issue a certification requires that, in addition to the Licence or Authorisation being

valid at the time of certification, the holder has been engaged for periods totalling at least 6 months during the 24 months preceding the date of the certification on work affording experience comparable with that required for the grant of the Licence/Authorisation.

1.9 A Type Rated Licensed Engineer may issue the Certificates identified below in relation to aircraft for which the licence is Type Rated and in accordance with the privileges detailed in the remaining paragraphs to this Leaflet. An authorised engineer may only issue these certificates as permitted within the limits of the authorisation.

- a) Certificate of Release to Service for aircraft not required to be maintained under Part-CAO or Part-145 – the holder of an appropriately Type Rated Licence may issue Certificates of Release to Service subject to compliance with the requirements of BCAR Section A, Chapter A6-1.
- b) Certificates of Fitness for Flight – the holder of an appropriately Type Rated Licence may issue Certificates of Fitness for Flight subject to compliance with the requirements of BCAR Section A/B, Chapter A/B3-8.
- c) Flight Release certificate - for aircraft not required to be maintained under BCAR A8-23 or Part-145. The holder of the respective valid and appropriately type rated aircraft maintenance engineer's licence granted under BCAR Section L or the holder of a Part-66 licence appropriately endorsed for the aircraft type rendered valid in the United Kingdom, may issue a Flight Release certificate under the terms of a temporary Permit to Fly.

1.10 The following licence categories may be used to allow the grant of an authorisation within a Maintenance Organisation approved in accordance with CAA requirements:

- A BCAR Section L LWTR extended with the appropriate Type or Group Rating.
- A Part-66 Category A licence providing that the authorisation issued is in compliance with AMC 145.A.30(g).
- A Part-66 Category B licence providing that the licence has been extended with the appropriate type rating. No authorisation permitted against the basic Part-66 licence.
- A Part 66 Category L licence providing that the licence has been extended with the appropriate subcategory.

- A Part-66 Category C licence providing that the licence has been extended with the appropriate type rating. No authorisation permitted against the basic Part-66 licence.

In addition to the foregoing paragraphs, when working within such Organisations, the licensed engineer should be aware that he/she is part of a comprehensive maintenance system. It is therefore important to realise that company procedures may further define, or require specific actions, as to how certain issues are to be dealt with and these procedures must be adhered to. It is also important to realise that when working within an approved Maintenance Organisation and certifying under the privileges of an authorisation the licensed engineer is not certifying under the privileges of the licence.

**NOTES:** 1) UK licence holders may work for and therefore be authorised to certify by Maintenance Organisations which are not CAA approved. In such cases, validation of a UK issued BCAR Section L licence or Part-66 licence may be required. In addition, the holder of a licence may be required to satisfy specific company requirements for authorisation. Such requirements may also introduce additional National legislation and working practices which the licence holder should note and comply with. Whilst certifying under such authorisations and in the absence of specific guidance the principles and practices promulgated in this Leaflet should be adhered to.

2) A Part-66 licence is required for all Part-CAO or Part-145 authorisations issued by the approved maintenance organisation.

## 2 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'A' – Aeroplanes

- 2.1 The holder of a BCAR Section L Category 'A' licence may issue Certificates of Release to Service in respect of maintenance in relation to non-commercial air transport, non-Part 21 aeroplanes, for which the licence is Type Rated.
- 2.2 In connection with the certification of maintenance the holder of a BCAR Type Rated Licence in Category 'A' is responsible for all parts of the aeroplane subject to the limitations detailed below (excluding those parts which are the responsibility of the holder of a Type Rated Licence in Category 'C').
- 2.3 The holder of a Type Rated Licence in Category 'A' may issue Certificates of Release to Service relating to maintenance (excluding overhaul) of

parts of the aeroplane for which the holder is responsible, providing that the work has not involved any of the following:

- a) Bolted joints requiring special techniques;
- b) Complete riveted joints in primary structures;
- c) Complete glued joints in primary structures;
- d) Bonded assemblies in primary structures;
- e) Composite material primary structures;
- f) Welded and brazed joints, other than minor weld repairs carried out by an Approved Welder, but excluding replacement of structural members or repairs to flying control components;
- g) Cotton, linen, polyester and glass fibre fabric covering of a complete fuselage or aerofoil;
- h) The disturbing of individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.

2.4 In connection with the maintenance of instrument, electrical, automatic pilot and radio systems installed in aeroplanes (excluding overhaul or such systems as are associated with the engine(s) and auxiliary power unit(s)) the holder of a Type Rated Licence in Category 'A' is entitled to issue Certificates of Release to Service for aircraft for which he holds a Type Rating, subject to the limitations detailed in subparagraphs 2.4.1, 2.4.2, 2.4.3, 2.4.4 and 2.4.5.

**NOTE:** Where no limitations are shown, Certificates of Release to Service may be issued for repair, replacement, modification, mandatory inspection or scheduled maintenance inspection. In respect of the certification of scheduled maintenance inspections, reference should also be made to the Maintenance Programme Approval Document which may require certification specifically by an engineer licensed in the appropriate 'X' or 'R' Category. However, in the absence of such a requirement, the holder of a Type Rated Licence in Category 'A' Aeroplanes assumes the responsibility for establishing compliance with the maintenance programme requirements on the systems before issuing the Certificate of Release to Service.

2.4.1 In respect of instrument systems in the aeroplane (excluding instrument systems associated with the engine(s) and auxiliary power unit(s)):

- a) If the aeroplane has an instrument system specified in subparagraph 8.1 of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued.
- b) If the aeroplane has an instrument system specified in subparagraphs 8.2 to 8.4 inclusive of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

2.4.2 In respect of electrical systems in the aeroplane (excluding electrical systems associated with the engine(s) and auxiliary power unit(s)):

- a) If the aeroplane has an electrical system specified in sub-paragraph 9.1 of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued.
- b) If the aeroplane has an electrical system specified in sub-paragraphs 9.2 to 9.4 inclusive of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

2.4.3 In respect of automatic pilot systems in the aeroplane:

- a) If the aeroplane has an automatic pilot system specified in subparagraph 13.1 of CAP 562 Leaflet H-30 installed, Certificates of Release to Service may be issued.
- b) If the aeroplane has an automatic pilot system specified in subparagraph 13.2 of CAP 562 Leaflet H-30 installed, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

2.4.4 Certificates of Release to Service may not be issued in respect of radio systems, except that if the aeroplane has a MTOM not exceeding 2730 kg, certificates may be issued in respect of the replacement of VHF communication equipment only.

2.4.5 Certificates of Release to Service may not be issued in respect of compass compensation and adjustment unless the licence is endorsed to that effect.

### **3 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'B' – Aeroplanes or Rotorcraft**

**NOTES: 1)** This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

**2)** Licences in Category 'B' are no longer issued. The information in this paragraph relates to existing licence holders only.

3.1 The holder of a Section L Category 'B' licence may issue Certificates of Release to Service in respect of overhaul, repair, replacement, modification and mandatory inspection in relation to non-commercial air transport, non-Part 21 aeroplanes or rotorcraft (but not including engines) for which the licence is Type Rated, subject to the limitations of subparagraphs 3.2 and 3.3.

### 3.2 **Category 'B' – Aeroplanes**

3.2.1 In connection with the certification of overhaul, repair, replacement, modification and mandatory inspection, the holder of a Type Rated Licence in Category 'B' – Aeroplanes is responsible for all parts of the aeroplane (provided that the work does not involve the manufacturing of components or parts) excluding those parts which are the responsibility of the holder of a Type Rated Licence in Category 'C' or 'D' and subject to the same limitations as detailed in sub-paragraph 2.4 for Category 'A' and excluding the overhaul of electrical, instrument or automatic pilot systems.

3.2.2 Notwithstanding the above, the holder of a Type Rated Licence in Category 'B' may also issue Certificates of Release to Service relating to all aspects of overhaul, repair, replacement, modification and mandatory inspection relating to items listed as a) to e) below, except for those parts which form part of or are attached to the engine, provided that the work does not involve the making of components or parts.

a) Engine mounting structures and cowlings;

b) Engine controls;

c) Engine fuel, oil and coolant systems;

d) Engine fire extinguishing systems;

e) Engine fluid de-icing systems.

### 3.3 **Category 'B' – Rotorcraft**

3.3.1 In connection with the certification of overhaul, repair, replacement, modification and mandatory inspection the holder of a Type Rated Licence in Category 'B' – Rotorcraft is responsible for all parts of the rotorcraft (provided that the work does not involve the making of components or parts) excluding those parts which are the responsibility of the holder of a Type Rated Licence in Category 'D' and subject to the same limitations as detailed in sub-paragraph 6.5 for Category 'A' and 'C' Rotorcraft excluding the overhaul of electrical, instrument, automatic pilot systems, main and tail rotor blades.

#### 4 **BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'C' – Engines**

**NOTE:** This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

4.1 The holder of a Section L Category 'C' licence may issue Certificates of Release to Service in respect of maintenance in relation to noncommercial air transport engines and auxiliary power units, eligible for fitment into non-Part 21 aeroplanes, for which the licence is Type Rated.

4.2 In connection with the certification of maintenance (excluding overhaul) the holder of a Type Rated Licence in Category 'C' is responsible for all parts of the engine(s), the engine installation(s), auxiliary power unit(s), other propulsive device(s) and all associated systems and devices which are concerned with their operation, subject to the limitations detailed in sub-paragraphs 4.3, 4.4, 4.5 and 4.6 (excluding those parts which are the responsibility of the holder of a Type Rated Licence in Category 'D').

4.3 The holder of a Type Rated Licence in Category 'C' may issue Certificates of Release to Service relating to maintenance (excluding overhaul) of components or parts for which the holder is responsible, providing that the work has not involved:

- a) Dismantling of a piston engine other than to obtain access to the piston/cylinder assemblies or the removal of the engine rear accessory cover to inspect and/or replace oil pump assemblies where such work does not involve the removal and refitment of internal gears;
- b) Dismantling of main casings or main rotating assemblies of a turbine engine, except as detailed in sub-paragraph 4.4;
- c) The removal or dismantling of reduction gears, except that, in the case of the BS (DH) Gipsy Queen 70 engine, reduction gears may be removed for the purpose of carrying out inspections after suspected shock loadings;

- d) Propeller balancing, except for the certification of static balancing where required by the maintenance manual and dynamic balancing on installed propellers using electronic balancing equipment where permitted by the maintenance manual or other approved airworthiness data. The work itself may have been carried out by a Licensed Aircraft Engineer (LAE) who has received suitable training on the balancing equipment to be used and the associated procedures, or by an organisation approved for that purpose and which has issued an Approved Test Certificate for the inspection;
- e) Welded and brazed joints, other than minor weld repairs to exhaust units carried out by an Approved Welder but excluding component replacement;
- f) The disturbing of individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.

4.4 Where the maintenance manual for the particular engine provides instruction for the task, replacement of main casings and/or rotating assemblies comprising the whole or part of a particular rotating system will be permitted provided that removal from the engine is achieved solely by disconnecting the flanges of main casings. In accordance with the above principles, where engines have been assigned the following symbols, ◆ or △ in CAP 562 Leaflet H-30. Dismantling of these engines is permissible, but is limited to:

- a) ◆ – Removal/replacement of main casings, excluding those whose removal results in concurrent removal of a rotating assembly from the engine. No dismantling of main rotating assemblies is permitted.
- b) △ – Removal/replacement of main casings including those whose removal results in concurrent removal of a rotating assembly from the engine, provided this is accomplished solely by disconnecting at the casing flanges. No dismantling of main rotating assemblies is permitted.

4.5 In connection with the maintenance of instrument, electrical and automatic pilot systems installed in aeroplanes, the holder of a Type Rated Licence in Category 'C' is entitled to issue Certificates of Release to Service in respect of such systems associated with engine and auxiliary power unit installations for which the holder has a Type Rating, subject to the limitations detailed in sub-paragraphs 4.5.1, 4.5.2 and 4.5.3.

**NOTE:** Where no limitations are shown, Certificates of Release to Service may be issued for replacement, modification, repair, mandatory inspection or scheduled maintenance inspection. In respect of the certification of scheduled maintenance inspections reference should also be made to the Maintenance Programme Approval Document which may require certification specifically by an engineer licensed in the appropriate 'X' Category. However, in the absence of such a requirement, the holder of a Type Rated Licence in Category 'C' – Engines assumes the responsibility for establishing compliance with the maintenance programme requirements on the systems before issuing the Certificate of Release to Service.

4.5.1 In respect of instrument systems associated with the engine(s) and auxiliary power unit(s):

- a) If the engine is installed in an aeroplane which has an instrument system specified in sub-paragraph 8.1 of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued.
- b) If the engine is installed in an aeroplane which has an instrument system specified in sub-paragraphs 8.2 to 8.4 inclusive of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

4.5.2 In respect of electrical systems associated with the engine(s) and auxiliary power unit(s):

- a) If the engine is installed in an aeroplane which has an electrical system specified in sub-paragraph 9.1 of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued.
- b) If the engine is installed in an aeroplane which has an electrical system specified in sub-paragraphs 9.2 to 9.4 inclusive of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

4.5.3 In respect of automatic pilot systems associated with the engine(s):

- a) If the aeroplane has an automatic pilot system specified in sub-paragraph 13.1 of CAP 562 Leaflet H-30 installed, Certificates of Release to Service may be issued.
- b) If the aeroplane has an automatic pilot system specified in sub-paragraph 13.2 of CAP 562 Leaflet H-30 installed, Certificates of Release to Service may be issued relating to replacements only,

provided that functioning checks to prove serviceability do not require the use of test apparatus.

- c) If the aeroplane has an automatic pilot system as specified in subparagraph 13.3 of CAP 562 Leaflet H-30, Certificates of Release to Service may not be issued.

## **5 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'D' – Engines**

**NOTES:** 1) This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

2) Licences in Category 'D' are no longer issued. The information in this paragraph relates to existing licence holders only

- 5.1 The holder of a Section L Category 'D' Licence may issue Certificates of Release to Service in respect of non-commercial air transport engines, eligible for fitment into non-Part 21 aeroplanes, for which the Licence is Type Rated in respect of overhaul, repairs, replacements, modification and mandatory inspection, subject to the limitations of sub-paragraphs 5.2 and 5.3.
- 5.2 In connection with overhaul, repair, replacement, modification and mandatory inspection, the holder of a Type Rated Licence in Category 'D' is responsible for all parts of the engine including functioning only insofar as test bed performance is concerned. The certification of functioning insofar as an installed engine is concerned must be made in conjunction with a holder of a Type Rated Licence in Category 'C'.
- 5.3 The holder of a Category 'D' Licence may issue Certificates of Release to Service relating to all aspects of overhaul, repair, replacement, modification and mandatory inspection of components and parts of the engine only (excluding overhaul, repair, replacement, modification and mandatory inspection of ignition apparatus, instrument equipment and electrical equipment) provided that the work does not involve the making of components or parts.

UK Regulation (EU) No 1321/2014 does not provide provision for aircraft overhaul licences; therefore, BCAR Section L category B and D licences do not translate to a Part-66 category B1 AML.

## **6 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Categories 'A' and 'C' – Rotorcraft**

**NOTES:** 1) This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

**2) A Category 'A' and 'C' Rotorcraft Licence may not be used to certify for piston or jet turbine engines installed in aeroplanes.**

- 6.1 The holder of a Section L Categories 'A' and 'C' Rotorcraft Licence may issue Certificates of Release to Service in respect of maintenance in relation to non-commercial air transport, non-Part 21 rotorcraft and its engines, for which the licence is Type Rated.
- 6.2 In connection with the certification of maintenance the holder of a Type Rated Licence in Categories 'A' and 'C' Rotorcraft is responsible for all parts of the rotorcraft subject to the limitations detailed in sub-paragraphs 6.3, 6.4 and 6.5.
- 6.3 The holder of a Type Rated Licence in Category 'A' and 'C' Rotorcraft may issue Certificates of Release to Service relating to maintenance (excluding overhaul) of parts of the rotorcraft for which the holder is responsible, providing that the work has not involved any of the following:
- a) Bolted joints requiring special techniques;
  - b) Complete riveted joints in primary structures;
  - c) Complete glued joints in primary structures;
  - d) Bonded assemblies in primary structures;
  - e) Composite material primary structures;
  - f) Welded and brazed joints, other than minor weld repairs to aircraft structure or exhaust units carried out by an Approved Welder but excluding structural or component replacement;
  - g) Dismantling of a piston engine other than to obtain access to the piston/cylinder assemblies or the removal of the engine rear accessory case cover to inspect and/or replace oil pump assemblies where such work does not involve the removal and refitment of internal gears;
  - h) Dismantling of main casings or main rotating assemblies of a turbine engine, except as detailed in sub-paragraph 6.4;
  - i) Dismantling of gearbox casings, except that separation of casings to obtain access for the purposes of internal inspections in accordance with the manufacturer's instruction is permitted;
  - j) The disturbing of individual parts of units which are supplied as bench tested units, except for the replacement or adjustment of items normally replaceable or adjustable in service.

6.4 Where the maintenance manual for the particular engine provides instruction for the task, replacement of main casings and/or rotating assemblies comprising the whole or part of a particular rotating system will be permitted provided that removal from the engine is achieved solely by disconnecting the flanges of main casings. In accordance with the above principles, where engines have been assigned the following symbols, ◆ or △ in CAP 562 Leaflet H-30. Dismantling of these engines is permissible, but is limited to:

- a) ◆ – Removal/replacement of main casings, **excluding** those whose removal results in concurrent removal of a rotating assembly from the engine. No dismantling of main rotating assemblies is permitted.
- b) △ – Removal/replacement of main casings **including** those whose removal results in concurrent removal of a rotating assembly from the engine, **provided this is accomplished solely by disconnecting at the casing flanges**. No dismantling of main rotating assemblies is permitted.

6.5 In connection with the maintenance of instrument, electrical, automatic pilot and radio systems installed in rotorcraft (excluding overhaul) the holder of a Type Rated Licence in Categories 'A' and 'C' Rotorcraft is entitled to issue Certificates of Release to Service for rotorcraft for which he holds a Type Rating, subject to the limitations detailed in subparagraphs 6.5.1, 6.5.2, 6.5.3 and 6.5.4.

**NOTE:** Where no limitations are shown, Certificates of Release to Service may be issued for replacement, modification, repair, mandatory inspection or scheduled maintenance inspection. In respect of the certification of scheduled maintenance inspections, reference should also be made to the Maintenance Programme Approval Document which may require certification specifically by an engineer licensed in the appropriate 'X' or 'R' Category. However, in the absence of such a requirement, the holder of a Type Rated Licence in Categories 'A' and 'C' Rotorcraft assumes the responsibility for establishing compliance with the maintenance programme requirements on the systems before issuing the Certificate of Release to Service.

6.5.1 In respect of instrument systems in the rotorcraft if the rotorcraft is specified in subparagraph 7.4 of CAP 562 Leaflet H-30, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

6.5.2 In respect of electrical systems in the rotorcraft, if the rotorcraft is specified in subparagraph 7.4 of CAP 562 Leaflet H-30, Certificates of

Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

6.5.3 In respect of automatic pilot/automatic stabiliser systems in rotorcraft, if the rotorcraft has an automatic pilot/automatic stabiliser system specified in sub-paragraph 13.4 or 13.5 of CAP 562 Leaflet H-30 installed, Certificates of Release to Service may be issued relating to replacements only, provided that functioning checks to prove serviceability do not require the use of test apparatus.

6.5.4 Certificates of Release to Service may not be issued in respect of radio systems, except that if the rotorcraft has a MTOM not exceeding 2730 kg, certificates may be issued in respect of the replacement of VHF communication equipment only.

## **7 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'X' – Instruments**

**NOTE:** This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

7.1 The holder of a Section L Category 'X' – Instruments Licence may issue Certificates of Release to Service in respect of maintenance in relation to non-commercial air transport aircraft instrument systems for which the licence is Type Rated, subject to the limitations detailed in sub-paragraph 7.3.

7.2 In connection with the certification of maintenance, excluding overhaul, the holder of a Type Rated Licence in Category 'X' – Instruments is responsible for all parts of instrument systems included in the Type Rating.

7.3 The holder of a Type Rated Licence in Category 'X' – Instruments may issue Certificates of Release to Service in respect of maintenance, excluding overhaul, of components and parts for which the holder is responsible provided that units which are supplied as bench tested units may not have their individual parts disturbed, except for the replacement or adjustment of items normally replaceable or adjustable in service.

## **8 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'X' – Electrical**

**NOTE:** This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

8.1 The holder of a Section L Category 'X' – Electrical Licence may issue Certificates of Release to Service in respect of maintenance in relation to

non-commercial air transport aircraft electrical systems for which the licence is Type Rated, subject to the limitations detailed in sub-paragraph 8.3.

8.2 In connection with the certification of maintenance, excluding overhaul, the holder of a Type Rated Licence in Category 'X' – Electrical is responsible for all parts of electrical systems included in the Type Rating.

8.3 The holder of a Type Rated Licence in Category 'X' – Electrical may issue Certificates of Release to Service in respect of maintenance, excluding overhaul, of components and parts for which the holder is responsible provided that units which are supplied as bench tested units may not have their individual parts disturbed, except for the replacement or adjustment of items normally replaceable or adjustable in service.

## **9 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'X' – Automatic Pilots**

**NOTES:** 1) This paragraph must be read in conjunction with paragraph of this Leaflet.

2) For the purpose of certification, automatic stabilisation systems are deemed to be automatic pilots.

3) Automatic pilots include related systems such as yaw and or roll dampers, mach trim systems, and automatic throttles.

9.1 The holder of a Section L Category 'X' – Automatic Pilots Licence may issue Certificates of Release to Service in respect of maintenance in relation to non-commercial air transport aircraft automatic pilot systems for which the licence is Type Rated, subject to the limitations detailed in subparagraph 9.3.

9.2 In connection with the certification of maintenance, excluding overhaul, the holder of a Type Rated Licence in Category 'X' – Automatic Pilots is responsible for all parts of the automatic pilot systems included in the Type Rating.

9.3 The holder of a Type Rated Licence in Category 'X' – Automatic Pilots may issue Certificates of Release to Service in respect of maintenance, excluding overhaul, of components and parts for which the holder is responsible provided that units which are supplied as bench tested units may not have their individual parts disturbed, except for the replacement or adjustment of items normally replaceable or adjustable in service.

**10 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Combined Categories 'X' – Instrument/Automatic Pilots**  
Deleted.

**11 BCAR Section L Aircraft Maintenance Engineer's Licence – Type Rated in Category 'R' – Radio**

**NOTE:** This paragraph must be read in conjunction with paragraph 1 of this Leaflet.

11.1 The holder of a Section L Category 'R' – Radio Licence may issue Certificates of Release to Service in respect of maintenance in relation to non-commercial air transport aircraft radio systems for which the licence is Type Rated, subject to the limitations detailed in sub-paragraph 11.3.

11.2 In connection with the certification of maintenance, excluding overhaul, the holder of a Type Rated Licence in Category 'R' – Radio is responsible for all parts of the radio systems included in the Type Rating.

11.3 The holder of a Type Rated Licence in Category 'R' – Radio may issue Certificates of Release to Service in respect of maintenance, excluding overhaul, of components and parts for which the holder is responsible provided that units which are supplied as bench tested units may not have their individual parts disturbed, except for the replacement or adjustment of items normally replaceable or adjustable in service.

11.4 The holder of a Type Rated Licence in Category 'R' – Radio, endorsed to include the overhaul of radio apparatus, is responsible for and may issue Certificates of Release to Service in respect of the maintenance of components and parts of all radio apparatus undergoing periodic check, repair or overhaul in workshop for which the Licence is Type Rated, provided that the work done does not involve the making of radio components or parts.

11.5 Deleted.

**12 Compass Compensation and Adjustment**

The Paragraph 15 type rating of CAP 562 Leaflet H-30 permits the issue of Certificates of Release to Service by the holder in respect of the compensation and adjustment of direct and remote reading compasses on any aircraft.

**13 Part-66 Category A Aircraft Maintenance Licence**

13.1 A Part-66 Category A Aircraft Maintenance Licence (AML) may be issued to a person who has demonstrated a competence to complete minor scheduled line maintenance and simple defect rectification. The licence does not entitle the holder to exercise any certification privileges in respect of aircraft unless and until the holder is issued with a corresponding Certification Authorisation. Such authorisations will be issued by a Part-145 maintenance organisation appropriately approved by the CAA.

**NOTE:** The holder of an unrestricted Category B1 licence is also qualified as a Category A licence holder in the same sub-category, e.g. Aeroplanes Turbine, and may be issued with Category A certification authorisation.

13.2 These Category A privileges will be limited to the performance and certification of specific simple maintenance tasks, either individually or in combination, as defined in Part 145 AMC 145.A.30 (g) and will require a combination of theoretical and practical training to be undertaken on each aircraft type to qualify for the task authorisation. Such authorisation, issued by an Approved Part-145 Maintenance Organisation will specify the limitations of the privileges that may be applicable. Licence holders will therefore be required to act in accordance with the authorisation procedures of the company concerned.

#### 14 Part-66 Category B1 Aircraft Maintenance Licence

14.1 A Part-66 Category B1 Aircraft Maintenance Licence (AML) may be issued to a person who has met the qualification and experience requirements to complete maintenance, including aircraft structure, powerplant and mechanical and electrical systems. Replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, shall also be included in the privileges. The Category B1 licence is primarily intended to be used for the purposes of qualification of line maintenance staff for authorisation.

The licence, in its own right, does not entitle the holder to exercise any certifying privileges in respect of aircraft and will be used in conjunction with a Part-145 or Part-CAO certification authorisation.

**NOTE:** Notwithstanding paragraph 14.1 above, certain limited certification privileges based on a Type Rated Part-66 Licence may be exercised in accordance with Part M.A.801(b)2.

14.2 Such authorisations will be issued by a Part-145 or Part-CAO maintenance organisation appropriately approved by the CAA. Part 145.A.30 (h) also requires it to be used as a prerequisite for authorisation

of base maintenance support staff. Licence holders will therefore act in accordance with the authorisation procedures of the company concerned.

14.3 Category B1 licences apply to aircraft (aeroplanes and helicopters) and are issued in licence sub-categories which are:

B1.1 Aeroplanes Turbine

B1.2 Aeroplanes Piston

B1.3 Helicopters Turbine

B1.4 Helicopters Piston

**NOTE:** An unrestricted B1 sub-category entitles the holder to be granted Category A certification authorisations in the same sub-category, e.g. Aeroplanes Turbine B1.1 includes sub-category A1.

14.4 In the case of complex motor-powered aircraft, Category B1 certification authorisations allow the holder to issue Certificates of Release to Service under Part 145 for line maintenance on aircraft which are endorsed as individual types on the licence and the corresponding authorisation.

In the case of other than complex motor-powered aircraft, Category B1 certification authorisations allow the holder to issue Certificates of Release to Service under Part 145 and Part CAO for base and line maintenance on aircraft which are endorsed as individual types or groups on the licence and the corresponding authorisation.

Category B1 licences to the full Part-66 standard include scope to allow the issue of a certification authorisation covering work on a combination of the following disciplines:

- airframe and their related systems;
- engines and their related systems (including Auxiliary Power Units);
- electrical power generation and distribution systems (power distribution in respect of airframe and/or engine systems) including lighting systems (this includes all electrical components in mechanical systems such as sensors, motors and control units);
- avionic line replaceable units (LRU).

In respect of avionic LRUs, the work is limited to cases where the serviceability of the system can be established by a simple self-test facility (BITE) or by using simple test equipment and it is expected that, for reference purposes, a list of such components will be prepared for each aircraft type by the Part-145 or Part-CAO approved organisation. (Defect rectification on avionic systems which requires an element of decision

making in its application other than a simple go/no go decision cannot be certified).

**NOTE:** The Category B1 licence holder is not entitled to certify for any overhaul work.

- 14.5 The certification authorisation can only be issued by a Part-145 or PartCAO organisation when the licence holder has the appropriate basic subcategory listed and the aircraft type rating endorsed on the Part-66 Aircraft Maintenance Licence. The type training for a Category B1 type endorsement, conducted under a UK Part-147 approval, will represent the appropriate technologies as specified in Part-66. The certification authorisation will specify the privileges for the individual, giving due regard to the company scope of approval and any associated procedures agreed with the CAA, and will specify any limitations to the authorisation accordingly.

**NOTES:** 1) Certificate of Release to Service may be issued for maintenance on other than complex motor-powered aircraft, not being used for commercial operations, based on a Part-66 licence extended with the appropriate type rating in accordance with Part-M. This maintenance is limited to items not included in the list at Part-M Appendix VII.

2) A Part-66 licence issued on the basis of protected rights may contain technical restrictions equivalent to the limitations of any BCAR Section L licence or company authorisations previously held. These protected rights under Part-66 are a continuation of certifying privileges under an existing licence or certifying authorisation which allows current personnel to continue working and certifying without the need to re-qualify. Authorisations issued by a Part-145 organisation should therefore be similarly restricted in scope. It should be noted that conversion to the full Part-66 licence standard is optional.

## 15 Part-66 Category B2 Aircraft Maintenance Licence

- 15.1 A Part-66 Category B2 Aircraft Maintenance Licence (AML) may be issued to a person who has demonstrated a competence to complete maintenance on avionic and electrical systems.

The Category B2 licence is primarily intended to be used for the purposes of qualification of avionic line maintenance staff for authorisation. The licence, in its own right, does not entitle the holder to exercise any certifying privileges in respect of aircraft and will be used in conjunction with a Part-145 or Part-CAO certification authorisation.

15.2 Such authorisations will be issued by a Part-145 or Part-CAO maintenance organisation appropriately approved by the CAA. Part 145.A.30 (h) also requires it to be used as a prerequisite for authorisation of staff acting as support staff within base maintenance. Licence holders will therefore act in accordance with the authorisation procedures of the company concerned.

**NOTES:** 1) A Category B2 licence may also be used as the basis for the issue of an authorisation under Part 145, to issue Certificates of Release to Service following minor scheduled line maintenance and simple defect rectification on the aircraft types endorsed on the licence. Refer to 66.A.20(a)3. A B2 licence doesn't include any A subcategory.

2) A Certificate of Release to Service may be issued for maintenance on other than complex motor-powered aircraft, not being used for the purposes of commercial operations, based on a Part-66 licence extended with the appropriate type rating in accordance with Part-M. This maintenance is limited to items not included in the list at Part-M Appendix VII.

15.3 Category B2 certification authorisations allow the holder to issue Certificates of Release to Service under Part 145.A.50 for the line maintenance on aircraft which are endorsed as individual types on the licence and the corresponding authorisation. Category B2 licences to the full Part-66 standard include scope to allow the issue of a certification authorisation covering work on a combination of the following aircraft systems:

- instruments;
- automatic pilots (aeroplanes, helicopters and autoland systems);
- radio communication/navigation;
- radio radar;
- electrical power generation and distribution systems (power distribution in respect of avionic systems) including lighting systems. Scope is not included for authorisation in respect of work on electrical power distribution systems or electrical/avionic components in mechanical systems.

**NOTE:** The Category B2 licence holder is not entitled to certify for any overhaul work.

15.4 The certification authorisation can only be issued by a Part-145 or PartCAO organisation when the licence holder has the appropriate basic category B2 listed, and the aircraft type rating endorsed on the Part-66

Aircraft Maintenance Licence. The type training for a Category B2 type endorsement, conducted under a UK Part-147 approval, will represent the appropriate technologies as specified in Part-66. The certification authorisation will specify the privileges for the individual, giving due regard to the company scope of approval and any associated procedures agreed with the CAA, and will specify any limitations to the authorisation accordingly.

**NOTE:** A Part-66 licence issued on the basis of protected rights may contain technical restrictions equivalent to the limitations of any BCAR Section L licence or company authorisations previously held. These protected rights under Part-66 are a continuation of certifying privileges under an existing licence or certifying authorisation which allows current personnel to continue working and certifying without the need to re-qualify from scratch. Authorisations issued by a Part-145 organisation may therefore be similarly restricted in scope. It should be noted that conversion to the full Part-66 licence standard is optional at present.

## **16 Part-66 Category B2L Aircraft Maintenance Licence**

16.1 The Part-66 Category B2L licence affords similar privileges as the Category B2 but is restricted to aircraft in Part 66 Groups 2, 3 and 4. It does NOT include aircraft in Part 66 Group 1.

The Category B2L is NOT type rated and is applicable to the following 'system ratings', as endorsed on the licence:

- Communication / navigation (com/nav)
- Instruments
- Autoflight
- Surveillance
- Airframe systems.

16.2 A Category B2L aircraft maintenance licence may be used as the basis for the issue of a certification authorisation to allow the holder to issue Certificates of Release to Service under Part 145 and Part-CAO. Any authorisation may only be issued to system ratings endorsed on the licence.

16.3 A Category B2L aircraft maintenance licence shall permit the holder to issue Certificates of Release to Service in accordance with Part M, for aircraft in Groups 2, 3 and 4, NOT being used for the purposes of commercial operations, for the system rating(s) endorsed on the licence.

**NOTE:** 1) The Category B2L licence holder is not entitled to certify for any overhaul work.

2) The 'airframe systems' rating allows the performance of electrical and avionic tasks within powerplant and mechanical systems, requiring only simple texts to prove their serviceability.

## **17 Part-66 Category B3 Aircraft Maintenance Licence**

17.1 The Part-66 Category B3 licence affords similar privileges as the Category B1 but is restricted to 'piston-engine non-pressurised aeroplanes of 2000 kg MTOM and below'. A B3 licence is NOT type rated.

17.2 A Category B3 aircraft maintenance licence may be used as the basis for the issue of a certification authorisation to allow the holder to issue Certificates of Release to Service under Part 145 and Part-CAO. Any authorisation only applies to all aircraft that meet the definition, as endorsed on the individual certification authorisation.

17.3 A Category B3 aircraft maintenance licence shall permit the holder to issue Certificates of Release to Service in accordance with Part M, for aircraft NOT being used for the purposes of commercial operations, that meet the definition.

17.4 The holder of a Category B1.2 licence automatically qualifies as meeting the requirements for the Category B3. Any such B1.2 licence will be automatically extended to include the Category B3 at next submission to the CAA.

## **18 Part-66 Category L Aircraft Maintenance Licence**

18.1 The Part-66 Category L licence is divided into several subcategories relating to sailplanes, balloons and airships. It affords similar privileges as the Category B1 and B2 licence but is restricted to the aircraft in Group 4, in the subcategories endorsed on the licence.

18.2 A Category L aircraft maintenance licence may be used as the basis for the issue of a certification authorisation to allow the holder to issue Certificates of Release to Service under Part 145 and Part-CAO. Any authorisation may only be issued in relation to subcategories endorsed on the licence.

18.3 A Category L aircraft maintenance licence shall permit the holder to issue Certificates of Release to Service in accordance with Part M, for aircraft in Group 4, NOT being used for the purposes of commercial operations, in relation to subcategories endorsed on the licence.

## **19 Part-66 Category C Aircraft Maintenance Licence**

- 19.1 A Part-66 Category C Aircraft Maintenance Licence (AML) may be issued to a person who has demonstrated a competence to release an aircraft following Base Maintenance.

The privileges apply to the aircraft in its entirety in a Part-145 organisation. The licence, in its own right, does not entitle the holder to exercise any certifying privileges in respect of aircraft and will be used in conjunction with a Part145 certification authorisation.

- 19.2 Such authorisations will be issued by a Part-145 maintenance organisation appropriately approved by the CAA. Licence holders will therefore act in accordance with the authorisation procedures of the company concerned.
- 19.3 Category C certification authorisations allow the holder to issue Certificates of Release to Service under Part-145.A.50 following the completion of base maintenance on aircraft which are endorsed on the licence and the corresponding authorisation as individual types. Such persons are in essence certifying for the completion of the process associated with base maintenance and are supported by appropriately qualified and experienced category B1 and B2 staff, who will inspect and supervise the actual work. The scope of coverage therefore reflects the whole aircraft and is not limited to certification of solely mechanical or avionic systems.
- 19.4 It should be noted that a Category C licence holder cannot be authorised to act as Category B certifying staff, exercising line maintenance certification privileges, nor as base maintenance support staff, carrying out or inspecting individual tasks, unless the licence is also endorsed with the appropriate Category B1 and/or B2 type rating.
- 19.5 The certification authorisation can only be issued by a Part-145 organisation when the licence holder has the basic Category C listed and the aircraft type rating endorsed on the Part-66 Aircraft Maintenance Licence. The type training for a Category C type endorsement, conducted under a UK Part-147 approval, will represent the appropriate mix of systems knowledge as specified in Part-66. The certification authorisation will specify the privileges for the individual, giving due regard to the company scope of approval and any associated procedures agreed with the CAA.

**NOTE:** A person qualified to Category B1 or B2 level with type endorsements will also be eligible for a Category C type authorisation, providing the basic Category C licence is held.

## 20 Part-66 General

Holders of Part-66 AML with type endorsements may be required to undertake appropriate differences type training where the aircraft type to be authorised embodies significant variations in the equipment fitted or the aircraft systems configuration. The responsibility for determining the training to be undertaken will remain with the Part-145 maintenance organisation.

UK Regulation (EU) 2018/1139, Annex I refers to aircraft types which have not been adopted under UK Regulation (EU) No 1321/2014. Certification on these aircraft types will continue under National licensing requirements (BCARs). The UK CAA will continue to issue licences under BCAR Section L, for this purpose for the time being, however it is envisaged that in the future the CAA will adopt a single licencing system for all UK registered aircraft.

The certification basis for the Annex I types will remain under the Air Navigation Order 2016.