

- (b) Categories A and B1 may be endorsed with the following subcategories for maintenance on combinations of aeroplanes, helicopters, turbine and piston engines:
 - 1. A1 and B1.1 aeroplanes turbine;
 - 2. A2 and B1.2 aeroplanes piston;
 - 3. A3 and B1.3 helicopters turbine;
 - 4. A4 and B1.4 helicopters piston.

Part 2 Aircraft engineer licences for type-rated aircraft etc.

66.A.4 Certain type-rated aircraft types and endorsements etc.

- (a) Subject to paragraph (d), for paragraph 66.015 (2) (e) of CASR 1998, an aircraft type specified in a cell in column 2 of a table in Appendix IX, with a type certificate holder (if any) mentioned in the corresponding cell in column 1, and a commercial designation (if any) mentioned in the corresponding cell in column 3, is specified as a type rated aircraft type for an aircraft engineer licence in Category B1, B2 or C.
- (b) Subject to paragraph (d), for an aircraft type specified in a cell in column 2 of a table in Appendix IX, an aircraft engineer licence in Category B1, B2 or C may be endorsed with the type rating endorsement mentioned in the corresponding cell in column 4.
- (c) Each mention of “Various” in a cell in column 2 of a table in Appendix IX is to be read as “A small/non-rated aircraft with the engine mentioned in the corresponding cell in column 4.”.
- (d) If a Note referred to in a cell in column 4 of a table in Appendix IX contains the statement: “This is a rule.”, the contents of the Note have legal effect for the cell in the table as if they were contained in a paragraph of this section.

66.A.10 Application — form

An application for an aircraft engineer licence, or an application for a variation of an aircraft engineer licence, must be made to CASA in the form approved by CASA.

66.A.20 Privileges

- (a) The maintenance certification and certificate of release to service privileges of each category of licence are as follows:
 - 1. A person who holds a Category A licence endorsed with a subcategory may perform maintenance certification for that subcategory maintenance if:
 - (i) the person carried out the maintenance; and
 - (ii) the maintenance is maintenance of a kind mentioned in Appendix II of the Part 145 MOS;
 - 2. A person who holds a Category A licence endorsed with a subcategory may issue a certificate of release to service for maintenance if:
 - (i) the maintenance was carried out by the person; or
 - (ii) the maintenance and its maintenance certification were carried out by another person who holds a Category A licence with the appropriate subcategory; and
 - (iii) the maintenance was maintenance of a kind mentioned in Appendix II of the Part 145 MOS; and

- (iv) the aircraft being maintained is covered by the subcategory of licence held;
3. A reference to maintenance in subparagraphs (a) 1 or 2 does not include:
 - (i) supervision of maintenance; or
 - (ii) for a subcategory A1 licence, maintenance of a propeller-driven aeroplane unless the subcategory A1 licence holder:
 - (A) holds a B1.1 subcategory endorsement that permits the holder to perform maintenance certification on the propeller system of a propeller-driven aeroplane; or
 - (B) is positively endorsed in the subcategory A1 to provide such maintenance.
 4. Subject to paragraph 66.A.45 (b), a person who holds a Category B1 licence endorsed with a subcategory may perform maintenance certification for that subcategory maintenance if:
 - (i) the person carried out the subcategory maintenance; and
 - (ii) the maintenance is any of the following:
 - (A) work on an aircraft system designated in Table 1, as structural, powerplant, mechanical or electrical;
 - (B) unless the licence is specifically subject to an avionics LRU exclusion, replacement of an avionic line replaceable unit that requires only simple tests to prove its serviceability;
 - (BA) updating the software in an avionic system, provided that:
 - (I) the system has a discrete test facility to confirm the success of the updating; and
 - (II) the serviceability of any other system affected by the updating is also confirmed; and
 - (III) only simple tests are necessary to verify the serviceability of the system and any other system affected by the updating;
 - (C) category A licence tasks of a kind mentioned in Appendix II of the Part 145 MOS for the aircraft type rating or ratings held
 - (D) functional checks of avionic systems that can be conducted as a simple test;
 - (E) troubleshooting of avionic systems that can be conducted as a simple test;
 - (F) as a daily, or manufacturer's equivalent, inspection, or as an extended diversion time operation (EDTO) pre-flight inspection;
 - (G) scheduled routine inspection of fibre-reinforced plastic composite structures — but not including an inspection in which specialised equipment is used, or in which repairs to the composite structure are carried out;
 - (H) inspection using an NDT method — but only if limited to liquid penetrant inspection using aerosol-packed materials; and
 - (iii) subject to subparagraph 4A, the maintenance is not of an aircraft system or subset that is excluded from the licence.

- 4A. For sub-sub-subparagraph 66.A.20 (a) 4. (ii) (F), despite any exclusions annotated on a licence, a daily or manufacturers' equivalent inspection also includes:
- (i) check of the condition and security of attachment of wiring, plumbing, parts and appliances; and
 - (ii) maintenance of instrument, or electrical, parts and appliances forming part of the powerplant, mechanical or structural system, limited to:
 - (A) external mechanical adjustments to facilitate correct operation of powerplant or mechanical or structural systems; and
 - (B) replacement of instrument, or electrical, parts and appliances, connected by simple twist or terminal connectors — excluding instrument, or electrical parts and appliances, where maintenance involves functional tests and adjustments requiring the use of external specialised test equipment.
5. A person who holds a Category B1 licence endorsed with a subcategory may issue a certificate of release to service for aircraft covered by a subcategory endorsed on the licence, after maintenance of the aircraft, if the maintenance was not base maintenance carried out on a large aircraft;
- 5A. A person who:
- (i) on or before 30 June 2021, satisfied the requirements of each of repealed paragraphs 66.A.25 (i), 66.A.30 (f), and 66.A.45 (j) of this MOS; and

Note Repealed paragraphs 66.A.25 (i), 66.A.30 (f) and 66.A.45 (j) were repealed by the *Part 66 Manual of Standards Instrument 2024 (No. 1)*.
 - (ii) but for the repeal of regulation 31 would, thereby, have qualified for the issue of an aircraft maintenance engineer licence with the former engine category Group 1 or Group 2 rating, or the former airframe category Group 1, 2 or 19 rating; and
 - (iii) on this basis, was issued with a Category B1 licence;

may perform maintenance certifications and issue certificates of release to service for the following maintenance:
 - (iv) all electrical maintenance on an aircraft fitted with a single generator and approved for V.F.R. operations only;
 - (v) all instrument system maintenance for aircraft general instruments (but excluding RMI, inertial navigation and multi-axis autopilots) on an aircraft approved for V.F.R. operations only;
 - (vi) periodic inspections for aircraft radio systems on an aircraft approved for V.F.R. operations only.
6. A person who holds a Category B2 licence may perform maintenance certification for Category B2 maintenance carried out on an aircraft if:
- (i) the person carried out the maintenance; and
 - (ii) the maintenance was carried out:
 - (A) on an aircraft system designated in Table 1 as avionic or electrical; or
 - (B) on an instrument or electrical sub system of an aircraft system designated in Table 1 as structural, powerplant or mechanical; or

- (C) as a category A licence task of a kind mentioned in Appendix II of the Part 145 MOS within the limits of tasks specifically endorsed on the certification authorisation referred to in subparagraph 145.A.35 (b) 1 of the Part 145 MOS. This certification privilege is restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and is limited to the type ratings for a large aircraft endorsed in the B2 licence; or
 - (D) to replace an avionic line replaceable unit that only requires simple tests to prove its serviceability, unless the licence is specifically subject to an avionics LRU exclusion; or
 - (E) as a daily, or manufacturer's equivalent, inspection, or as an extended diversion time operation (EDTO) pre-flight inspection; and
- (iii) subject to subparagraph 6A, the maintenance was not of an aircraft system or subset that is excluded from the licence.
- 6A. For sub-sub-subparagraph 66.A.20 (a) 6. (ii) (E), despite any exclusions annotated on a licence, a daily or manufacturers' equivalent inspection also includes:
- (i) check of the condition and security of attachment of wiring, plumbing, parts and appliances; and
 - (ii) maintenance of instrument, or electrical, parts and appliances forming part of the powerplant, mechanical or structural system, limited to:
 - (A) external mechanical adjustments to facilitate correct operation of powerplant or mechanical or structural systems; and
 - (B) replacement of instrument, or electrical, parts and appliances, connected by simple twist or terminal connectors — excluding instrument, or electrical parts and appliances, where maintenance involves functional tests and adjustments requiring the use of external specialised test equipment.
7. A person who holds a Category B2 licence may issue a certificate of release to service for aircraft covered by the licence if the maintenance was not base maintenance carried out on a large aircraft;
8. A person who holds a Category C licence may issue a certificate of release to service for base maintenance carried out on a large aircraft for the aircraft in its entirety, if:
- (i) the maintenance was carried out on a large aircraft; and
 - (ii) the Category C holder's licence is endorsed with the type rating for the large aircraft.

Table 1**Aircraft systems, designations and conditions for Category B1 and Category B2 licences**

Aircraft system (and ATA chapter reference)	Designation of system	Conditions or limitations
Pressurisation, air-conditioning and equipment cooling systems (ATA21)	Mechanical (B1)	For a Category B2 licence, pressurisation control systems.
Autopilot (ATA22)	Avionic (B2)	
Communications (ATA23), including ELT and underwater locating beacon (ATA25-60)	Avionic (B2)	
Generator and/or constant speed drive/IDG systems (ATA24)	Electrical (B1/B2) and Powerplant (B1)	
Electrical power supply systems, including a ram air turbine, if electrical (ATA24)	Electrical (B1 and B2)	
Equipment, furnishings and emergency equipment (ATA25)	Mechanical (B1)	Except ELT and underwater locating beacon (ATA 25-60) — see (ATA23).
Fire, smoke, overheat detecting and extinguishing systems (ATA26)	Mechanical (B1)	
Flight control systems (ATA27)	Mechanical (B1)	For a category B1 licence — except system operation – fly-by-wire.
Flight control systems – system operation – fly-by-wire (ATA27)	Avionic (B2)	For a Category B2 licence — limited to the avionic subsystem of the flight control system.
Fuel systems (ATA28)	Mechanical (B1)	
Hydraulic power systems, including ram air turbine (ATA29)	Mechanical (B1)	
Ice and rain protection systems (ATA30)	Mechanical (B1)	
Ice and rain protection systems (ATA30-20)	Mechanical and Powerplant (B1)	Powerplant — for powerplant cowling anti-icing.

Aircraft system (and ATA chapter reference)	Designation of system	Conditions or limitations
Indicating and recording systems (ATA31)	Avionic (B2)	
Landing gear (ATA32)	Mechanical (B1)	
Wheels and brakes (ATA32-40)	Mechanical (B1)	
Lighting (ATA33)	Electrical (B1 and B2)	
Navigation systems: <ul style="list-style-type: none"> • General • Radio interface • ACARS, SELCAL, INS/IRS • Compass • Flight management system • Doppler systems (ATA34)	Avionic (B2)	For a Category B1 licence — compass swings, if endorsed on the licence.
Oxygen system (ATA35)	Mechanical (B1)	For a Category B2 licence, if endorsed on the licence.
Pneumatic system (ATA36)	Mechanical (B1)	
Vacuum (ATA37)	Mechanical (B1)	
Waste water (ATA38)	Mechanical (B1)	
Integrated modular avionics (ATA42)	Avionic (B2)	
Cabin systems (ATA44)	Avionic (B2)	
Central maintenance system (ATA45)	Avionic (B2)	
Information systems <ul style="list-style-type: none"> • ATIMS • Network server (ATA46)	Avionic (B2)	
Nitrogen generation system or inert gas system (ATA47)	Mechanical (B1)	
APU (ATA49)	Powerplant (B1)	

Aircraft system (and ATA chapter reference)	Designation of system	Conditions or limitations
Cargo and accessory compartments (ATA50)	Mechanical (B1)	
Structures — General (ATA51)	Structural (B1)	<p>Structures — general, but excluding wooden structures and fabric surfaces unless:</p> <p>(a) for wooden structures — the holder has obtained the relevant optional units of competency mentioned in section 66.A.25 of this MOS; or</p> <p><i>Note</i> These optional units of competency are marked W in Appendix IV.</p> <p>(b) for fabric surfaces — the holder has obtained the relevant optional units of competency mentioned in section 66.A.25 of this MOS.</p> <p><i>Note</i> These optional units of competency are marked Z in Appendix IV.</p> <p>Structures — general</p> <p>(c) for a category B2 licence — closing of cowlings and refitment of quick access inspection panels.</p>
Doors (ATA52)	Structural (B1)	
Fuselage (ATA53)	Structural (B1)	
Nacelles and pylons (ATA54)	Structural (B1)	
Stabilisers (ATA55)	Structural (B1)	
Windows (ATA56)	Structural (B1)	
Wings (ATA57)	Structural (B1)	
Propeller — rotor (ATA60)	Mechanical (B1)	
Propeller — propulsion (ATA61)	Powerplant (B1)	<p>For a Category B1 licence, only if the holder has obtained the relevant optional units of competency mentioned in section 66.A.25 of this MOS.</p> <p><i>Note</i> These optional units of competency are marked P in Appendix IV.</p>
Rotor (ATA62)	Mechanical (B1)	
Rotor drives (ATA63)	Mechanical (B1)	
Tail rotor (ATA64)	Mechanical (B1)	

Aircraft system (and ATA chapter reference)	Designation of system	Conditions or limitations
Tail rotor drive (ATA65)	Mechanical (B1)	
Folding blades and pylon (ATA66)	Mechanical (B1)	
Rotor flight control (ATA67)	Mechanical (B1)	
Powerplant (ATA71)	Powerplant (B1)	
Engine turbine/ turbo-prop and fans (ATA72)	Powerplant (B1)	
Engine-mounted accessories: gear boxes, gears, pumps and attached engine-mounted and driven components (ATA72-60)	Powerplant (B1)	
Engine fuel and control — carburation/injection system (ATA73)	Powerplant (B1)	
FADEC (ATA73A)	Avionic (B2)	
Ignition system (ATA74)	Powerplant (B1)	
Air systems and control (ATA75)	Powerplant (B1)	
Engine control system (ATA76)	Powerplant (B1)	
Engine indicating system (ATA77)	Powerplant (B1) and Avionic (B2)	
Exhaust — thrust reverser (ATA78)	Powerplant (B1)	
Lubrication system (ATA79)	Powerplant (B1)	
Starting system (ATA80)	Powerplant (B1)	
Supercharging system (ATA81)	Powerplant (B1)	

Aircraft system (and ATA chapter reference)	Designation of system	Conditions or limitations
Power augmentation (ATA82)	Powerplant (B1)	
Accessory drives (ATA83)	Powerplant (B1)	

66.A.21 Transitional privileges

Despite Table 1 in section 66.A.20 and the exclusions annotated on a licence issued under Part 66 of CASR 1998, a person mentioned in a cell in column 1 of Table 2, who holds a Category B1 licence, may perform maintenance certifications and issue certificates of release to service for the maintenance mentioned for the person in the corresponding cell or cells in column 2, but only:

1. for an aircraft mentioned in the corresponding cell in column 3; and
2. subject to the limitations (if any) mentioned in the corresponding cell in column 4; and
3. subject to the condition mentioned in column 5.

Table 2

Person	Maintenance	Aircraft	Limitations	Condition
A. A person who held an aircraft maintenance engineer (<i>AME</i>) licence under regulation 31 of the <i>Civil Aviation Regulations 1988</i> to which regulation 202.341, as in force immediately before 15 December 2015, applied (the <i>old licence</i>)	All electrical maintenance	An aircraft approved for V.F.R. operations only (<i>approved V.F.R. aircraft</i>), and fitted with a single generator	Not applicable (<i>NA</i>)	Provided that the old licence and its ratings applied to the maintenance, or would have applied to the maintenance but for Part 66 of CASR 1998 (<i>The Proviso</i>)
	1. All instrument system maintenance for aircraft general instruments (excluding RMI, inertial navigation and multi-axis autopilots)	Approved V.F.R. aircraft	NA	

Person	Maintenance	Aircraft	Limitations	Condition
	2. Periodic inspections for aircraft radio systems	Approved V.F.R. aircraft		
B. A person who, in accordance with subregulation 202.343 (2) or 202.344 (2) of CASR 1998, as in force immediately before 15 December 2015, was taken to be entitled to the issue of an AME licence by becoming qualified for, an engine category Group 1 or 2 rating, or an airframe category Group 1, 2 or 19 rating (the <i>old licence</i>)	All electrical maintenance	Approved V.F.R. aircraft fitted with a single generator	NA	The Proviso
	1. All instrument system maintenance for aircraft general instruments (excluding RMI, inertial navigation and multi-axis autopilots) 2. Periodic inspections for aircraft radio systems			

66.A.23 Requalification requirements

- (a) For paragraph 66.120 (2) (b) of CASR 1998, a licensed aircraft maintenance engineer is taken to comply with the requirements of that paragraph if, in the immediately preceding 2 years:
1. he or she has had a period or periods of continuous employment amounting to at least 6 months, exercising the privileges mentioned in the Part 66 Manual of Standards for his or her licence or for a rating endorsed on the licence; or
 2. within a period or periods of time amounting to 6 months, he or she has had at least 550 hours of experience in exercising those privileges.

- (b) For paragraph 66.120 (2) (c) of CASR 1998, the requalification requirements for an A, B1 or B2 aircraft engineer licence holder are:
1. carrying out maintenance (as an AME) of the kind that would be covered by the privileges of any of the licences held, for no less than a total of 100 days and retaining evidence of carrying out the maintenance; or
 2. the holder obtains a report from an MTO authorised for category training or aircraft type training which states:
 - (i) that the *holder* has been assessed within 28 days of the date of the report; and
 - (ii) how the *assessment* was conducted — the assessment must include theory examination and practical assessment in a sampling of the range of maintenance activities that the holder is authorised by their licence and ratings to carry out; and
 - (iii) that *the* MTO has certified that the holder continues to have the knowledge and skills necessary for the holder of an aircraft engineer licence with the ratings on the licence; or
 3. the holder is assessed by an AMO, or an organisation holding a certificate of approval to carry out maintenance activities issued under regulation 30 of CAR 1988, to determine that he or she continues to have the knowledge and skills necessary for the holder of an aircraft engineer licence with the ratings on the licence, and the assessment follows a process for requalifying individuals based on Australian competency-based training (CBT) standards and outlined in:
 - (i) for the AMO — the AMO’s exposition; or
 - (ii) for the organisation holding a certificate of approval under regulation 30 of CAR 1988 — the organisation’s system of quality control.
- (c) For paragraph 66.120 (2) (c) of CASR 1998, the requalification requirement for a Category C licence holder is that the AMO provides the holder with suitable continuing airworthiness experience to ensure that the holder has re-established their knowledge and skill.

66.A.25 Basic knowledge and competency requirements

- (a) This section sets out the basic knowledge and competency requirements that must be met by a person who applies for:
1. an aircraft engineer licence in a category or subcategory; or
 2. the addition of a category or subcategory to the person’s licence other than a modular licence; or
 3. if the licence is a modular licence, the removal of at least 1 exclusion from the licence in order to obtain a category or subcategory on the licence, or an extension of licence privileges.
- (b) If the application is in relation to a Category A licence, or Category B1 or Category B2 licence other than a modular licence, or for the addition of a subcategory to a licence, the applicant must demonstrate, by examination conducted by CASA or an MTO:
1. knowledge of each module, applicable for the category or subcategory, in accordance with Part 2 of Appendix I; and
 2. the level of knowledge for each sub-module, applicable for the category or subcategory, in accordance with Part 3 of Appendix I.

- (ba) If the application is in relation to a modular licence, or for the removal of at least 1 exclusion in order to obtain a category or subcategory on, or extension of privileges of, a modular licence, the applicant must demonstrate, by examination conducted by CASA or an MTO:
 1. knowledge of each module or sub-module, applicable for the category or subcategory, and any extension, in accordance with Part 2A of Appendix I; and
 2. the level of knowledge for each sub-module, applicable for the category or subcategory, in accordance with Part 3 of Appendix I.
- (c) The level of knowledge mentioned in subparagraphs (b) 2. and (ba) 2. must be demonstrated to the examination standard mentioned in Appendix II.
- (d) Subject to paragraph (db), paragraph (da) applies if:
 1. the applicant does not hold a Category B1 or B2 licence; and
 2. the application is for a Category C licence.
- (da) The applicant must demonstrate, by examination conducted by CASA or an MTO, the same matters mentioned in paragraph (b) and to the same examination standard mentioned in paragraph (c), as if the application is in relation to a Category B1 or B2 licence.
- (db) Paragraph (da) does not apply if the applicant holds an academic degree mentioned in subparagraph (h) 1.
- (e) The knowledge mentioned in paragraphs (b) and (ba) may be gained by:
 1. the training of the applicant by an MTO; or
 2. self-study by the applicant.
- (ea) The applicant must have undertaken the training or self-study mentioned in paragraph (e), and passed the examinations for the modules mentioned in paragraph (b), during the 10-year period before the date of the application.
- (eb) Subject to paragraph (ec), if the applicant was trained by an MTO, the applicant must hold each unit of competency listed and coded in Appendix IV that is marked “X”, or stated to be its equivalent, for the relevant category or subcategory of aircraft engineer licence.
- (ec) If the application is for a modular licence and the applicant was trained by an MTO, the applicant must hold each unit of competency relevant to the modular licence, including with any extension of privileges, that is listed and coded in Appendix X that is marked “X”, or stated to be its equivalent, for the relevant category or subcategory of modular licence, including any extension.
- (ed) For paragraphs (eb) and (ec), ***stated to be its equivalent*** means published on the national register of vocational education and training (VET) website at <training.gov.au> as the current unit that supersedes and is equivalent to the unit listed and coded in the Appendix mentioned in the paragraph.

Note CASA updates Appendix IV or Appendix X, as applicable, as soon as possible to include the new numbering and title of the current unit published on the <training.gov.au> website.
- (f) Subject to paragraph (fa), in addition to the units of competency that are required under this section for a subcategory B1.1 or B1.2 licence, an applicant for the privilege that includes wooden structures or fabric surfaces or propellers, who was trained by an MTO, must hold each relevant optional unit of competency listed and coded in Appendix IV to this MOS that is marked:
 1. W — for wooden structures for the subcategory; and

2. Z — for fabric surfaces for the subcategory; and
 3. P — for propellers for the subcategory.
- (fa) If an applicant who was trained by an MTO applies for the privilege that includes wooden structures or fabric surfaces or propellers, and the application relates to a subcategory B1.1 or B1.2 modular licence, the applicant must hold, in addition to the units of competency required under this section for the relevant subcategory of the modular licence, each relevant optional unit of competency listed and coded in Appendix X that is marked:
1. W — for wooden structures for the subcategory; and
 2. Z — for fabric surfaces for the subcategory; and
 3. P — for propellers for the subcategory.
- (g) A person may be taken to hold the necessary qualifications or units of competency as set out above if an MTO has conducted a recognition of prior learning assessment in accordance with that MTO's course plan and exposition.
- (h) The academic qualifications required to satisfy the basic knowledge requirements for grant of a category C licence are:
1. an academic degree (as a minimum, a 3 year bachelor of technology degree) in an aeronautical, mechanical, structural, electrical, electronic or avionics discipline obtained from a university or other higher educational institution recognised by CASA.

66.A.30 Basic practical experience requirements

- (a) An applicant for an aircraft engineer licence must have acquired the following practical experience:
1. for a Category A, or subcategory B1.2 or B1.4, licence:
 - (i) 3 years' practical maintenance experience on operating aircraft, if the applicant has not undertaken any relevant technical training; or
Note See AMC/GM for CASR Part 66 for information about what is relevant technical training for this sub-subparagraph.
 - (ii) 2 years' practical maintenance experience on operating aircraft, and completion of relevant training as a skilled worker in a technical trade; or
Note See AMC/GM for CASR Part 66 for information about what is relevant training for this sub-subparagraph.
 - (iii) 1 year's practical maintenance experience on operating aircraft, and completion of a category training course conducted by an MTO.
 2. for a Category B2, or subcategory B1.1 or B1.3, licence:
 - (i) 5 years' practical maintenance experience on operating aircraft, if the applicant has not undertaken any relevant technical training; or
Note See AMC/GM for CASR Part 66 for information about what is relevant technical training for this sub-subparagraph.
 - (ii) 3 years' practical maintenance experience on operating aircraft, and completion of relevant training as a skilled worker in a technical trade; or
Note See AMC/GM for CASR Part 66 for information about what is relevant training for this sub-subparagraph.
 - (iii) 2 years' practical maintenance experience on operating aircraft, and completion of a category training course conducted by an MTO.

3. for a Category C licence:
- (i) 3 years' experience exercising Category B1.1, B1.3 or B2 privileges on large aircraft; or
 - (ii) 5 years' experience exercising Category B1.2 or B1.4 privileges on large aircraft; or
 - (iii) for an applicant holding an academic degree mentioned in subparagraph 66.A.25 (h) 1. — 3 years' experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance, including at least 6 months of observation of base maintenance tasks.

Note See AMC/GM for CASR Part 66 for information about what is a representative selection of tasks for this sub-subparagraph.

4. for an initial modular licence:
- (i) 2 years' practical maintenance experience on operating aircraft; and
 - (ii) completion of category training, conducted by an MTO, that is relevant to the initial modular licence, or completion of the knowledge applicable for the category or subcategory of licence, in accordance with Part 2A of Appendix I, via self-study, in which case the applicant must record in the *Modular Licence Basic Practical Experience Logbook* evidence of their acquisition of the practical maintenance experience required under sub-subparagraph (i) for the licence.

Note The *Modular Licence Basic Practical Experience Logbook* and the *Part 66 Modular Licence – Basic Practical Experience Logbook User Guide* are available on the CASA website at <www.casa.gov.au>. As at commencement of this subparagraph:

- the *Modular Licence Basic Practical Experience Logbook* was available at: <Part 66 Modular Licence Basic Practical Experience Logbook (casa.gov.au)>
- the *User Guide* was available at: <Part 66 Modular Licence – Basic Practical Experience Logbook User Guide (casa.gov.au)>.

Note Subparagraphs 1. to 3. do not apply to applications for modular licences.

- (aa) For a Category A licence, a subcategory B1.1, B1.2, B1.3 or B1.4 licence (other than a modular licence) or a Category B2 licence (other than a modular licence), if the knowledge applicable for the category or subcategory of licence, in accordance with Part 2 of Appendix I, is being completed via self-study, the applicant must record in the *Basic Practical Experience Logbook* evidence of their acquisition of the practical maintenance experience required under subparagraph 66.A.30 (a) 1. or 2. for the licence.

Note The *Basic Practical Experience Logbook* and the *Part 66 Basic Practical Experience Logbook User Guide* are available on the CASA website at <www.casa.gov.au>.

- (b) Subject to paragraph (d), if a person who holds an aircraft engineer licence (other than a modular licence) applies to CASA to add a category (other than Category C), or subcategory, to the licence, the person must have gained the minimum period of practical maintenance experience, for the category or subcategory, on operating aircraft in accordance with Table 3.

Table 3**Practical maintenance experience requirements for adding a category, or subcategory, to an aircraft engineer licence**

To	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2
From									
A1	–	6 months	6 months	6 months	2 years	6 months	2 years	1 year	2 years
A2	6 months	–	6 months	6 months	2 years	6 months	2 years	1 year	2 years
A3	6 months	6 months	–	6 months	2 years	1 year	2 years	6 months	2 years
A4	6 months	6 months	6 months	–	2 years	1 year	2 years	6 months	2 years
B1.1	None	6 months	6 months	6 months	–	6 months	6 months	6 months	1 year
B1.2	6 months	None	6 months	6 months	2 years	–	2 years	6 months	2 years
B1.3	6 months	6 months	None	6 months	6 months	6 months	–	6 months	1 year
B1.4	6 months	6 months	6 months	None	2 years	6 months	2 years	–	2 years
B2	6 months	6 months	6 months	6 months	1 year	1 year	1 year	1 year	–

(ba) For regulation 11.068 of CASR, it is a condition of an aircraft engineer licence that, if the licence is a modular licence and the licence holder applies to CASA for removal of at least 1 exclusion of an aircraft system or subset from the licence in order to obtain a category or subcategory on the licence, or an extension of licence privileges, the person must have, in accordance with Table 3A:

1. gained the minimum period of practical maintenance experience, applicable for the category or subcategory, or extension, on operating aircraft; or
2. if the applicant is completing the knowledge applicable for the category or subcategory via self-study — completed the task list if no minimum period of practical maintenance experience, applicable for the category or subcategory, or extension, is specified.

Note As at the commencement of this paragraph, CASA must also receive evidence from an MTO that the holder has successfully completed the training and assessment that is required for the aircraft system or subset under section 66.A.25 for the exclusion to be removed — see section 66.072 of CASR.

Table 3A

Practical maintenance experience requirements to obtain a category or subcategory on a modular licence

To	B1.1, B1.2 Aeroplane (Airframe)	B1.3, B1.4 Helicopter (Airframe)	B1.1, B1.3 Power plant (Turbine)	B1.2, B1.4 Power plant (Piston)	B1 Propeller	B1 Electrical and Instrument systems Extension	B2 Electrical systems	B2 Instrument systems	B2 Radio systems
From									
B1.1, B1.2 Aeroplane (Airframe)	—	Task list (see Note 1)	1 year	1 year (see Note 3)	—	1 year (see Note 3)	1 year	1 year	1 year
B1.3, B1.4 Helicopter (Airframe)	Task List (see Note 1)	—	1 year	1 year (see Note 3)	—	1 year (see Note 3)	1 year	1 year	1 year
B1.1, B1.3 Power plant (Turbine)	1 year	1 year	—	task list (see Note 2)	task list (see Note 4)	1 year	1 year	1 year	1 year
B1.2, B1.4 Powerplant (Piston)	1 year	1 year	task list (see Note 2)	—	—	1 year	1 year	1 year	1 year
B2 Electrical systems	1 year	1 year	1 year	1 year	—	—	—	1 year	1 year
B2 Instrument systems	1 year	1 year	1 year	1 year	—	—	1 year	—	1 year
B2 Radio systems	1 year	1 year	1 year	1 year	—	—	1 year	1 year	—

In Table 3A:

task list means the sections of the Modular Licence Basic Practical Experience Logbook that set out maintenance tasks relevant to the aircraft system or subset for which the category or subcategory is to be obtained.

Note 1 This is a rule. If one airframe licence is held, the addition of the second airframe licence only requires completion of the task list.

Note 2 This is a rule. If one engine licence is held, addition of the second engine licence only requires completion of the task list.

Note 3 The one-year period of electrical and instrument systems experience and piston engine experience may be accumulated concurrently.

Note 4 This is a rule. **Propeller** is an option for a B1.1 licence only. Completion of the task list is required for maintenance of turbopropeller aeroplanes.

- (c) The experience mentioned in paragraphs (b) and (ba) must have been gained from a representative cross-section of maintenance tasks on operating aircraft relevant to the category or subcategory.

Note See AMC/GM for CASR Part 66 for information about what is a representative cross-section of maintenance tasks for this paragraph.

- (d) The minimum period of experience mentioned in paragraph (b) is reduced by 50% if the applicant has completed a training course, relevant to the category or subcategory, conducted by an MTO.
- (e) At least 1 year of the experience mentioned in paragraph (a) must be recent experience gained on aircraft relevant to the category, or subcategory, of the initial licence applied for.

Note See AMC/GM for CASR Part 66 for information about what is recent experience for this paragraph.

(ea) Subject to paragraph (d):

1. at least 3 months of the experience mentioned in paragraph (b) must be recent experience gained on aircraft relevant to the category, or subcategory, of licence sought to be added; and
2. at least 3 months of the experience mentioned in paragraph (ba) must be recent experience gained on aircraft relevant to the category or subcategory, or extension of privileges, of licence sought to be obtained.

Note See AMC/GM for CASR Part 66 for information about what is recent experience for this paragraph.

(eb) Aircraft maintenance experience gained outside a civil aircraft maintenance environment is taken to be practical maintenance experience for paragraph (a) if an MTO certifies, in writing, to CASA that:

1. the experience gained is equivalent to the practical maintenance experience; and
2. the applicant has adequate additional practical maintenance experience on civil aircraft to ensure an adequate understanding of the civil aircraft maintenance environment.

(ec) The experience mentioned in:

1. subparagraphs (a) 1., 2. or 3., or paragraph (b) must have been gained by the applicant during the 10-year period before the date of the application for the licence or the addition of the category, or subcategory, to the licence; and
2. subparagraph (a) 4. or paragraph (ba) must have been gained during the 10-year period before the date of application for the initial modular licence or the removal of an exclusion to obtain the category or subcategory on the modular licence, or extension of privileges.

66.A.35 Exclusions to which a category B1 or category B2 licence may be subject

For paragraph 66.026 (1) (d) of CASR:

1. an aircraft system or subset mentioned in column 1 of an item in the Table in Appendix VII, with the related exclusion identifier mentioned in column 2 and title mentioned in column 3 of the item, is specified as a system or subset that may be excluded from the scope of a category B1 licence if an 'X' is included in column 4 of the item; and
2. an aircraft system or subset mentioned in column 1 of an item in the Table in Appendix VII, with the related exclusion identifier mentioned in column 2 and title mentioned in column 3 of the item, is specified as a system or subset that may be excluded from the scope of a category B2 licence if an 'X' is included in column 5 of the item.

Note This section applies to a modular licence as a modular licence is a kind of category B1 or category B2 licence.

66.A.45 Type/task training and ratings

- (a) The holder of a Category A licence may only exercise certification privileges on a specific aircraft type following the satisfactory completion of the relevant Category A aircraft task training carried out by an appropriately approved AMO or MTO, which must include:
1. practical hands on training and theoretical training as appropriate for each task authorised; and
 2. satisfactory completion of training demonstrated by an examination and/or by workplace assessment carried out by an AMO or MTO authorised to conduct such training.

- (b) The holder of a subcategory B1.1, B1.2, B1.3, B1.4, or Category B2, licence may exercise his or her certification privileges on a non-rated aircraft when the licence is endorsed with the appropriate category or subcategory for the maintenance required for that non-rated aircraft.

Note The holder of a subcategory B1.1, B1.2, B1.3, B1.4, or Category B2, licence does not require a type rating to exercise his or her certification privileges on aircraft systems other than the powerplant systems of:

- (i) a large aircraft with a particular type of aircraft engine; or
- (ii) a small aircraft with a particular type of aircraft engine.

- (ba) The holder of a subcategory B1.1, B1.2, B1.3, B1.4, or Category B2 or C, licence must only exercise his or her certification privileges on a particular type, or type and model, of a large aircraft with a particular type of aircraft engine when the licence is endorsed with the appropriate aircraft type rating by CASA.

Note These are aircraft referred to in paragraph (a) of regulation 66.010 of CASR 1998 definition of *aircraft type*.

- (bb) The holder of a subcategory B1.1, B1.2, B1.3 or B1.4 licence must only exercise his or her certification privileges on the powerplant systems of:

1. a large aircraft with a particular type of aircraft engine; or
2. a small aircraft with a particular type of aircraft engine;

when the licence is endorsed with the appropriate aircraft type rating by CASA.

Note These are aircraft referred to in paragraphs (b) and (c) of regulation 66.010 of CASR 1998 definition of *aircraft type*.

- (c) A type rating may only be issued by CASA:

1. following satisfactory completion of the relevant Category B1, B2 or C aircraft type training:
 - (i) approved by CASA; or
 - (ii) conducted by an appropriately approved MTO; or
 - (iii) conducted in accordance with paragraph (h); or
2. if each of the following applies:
 - (i) the applicant is a category B2 licence holder (the **holder**) with a rating (a **type rating**) for a particular type, or type and model, of large aircraft with a particular type of aircraft engine (a **large aircraft type**);
 - (ii) the holder applies for a rating (the **different type rating**) for a large aircraft type, that is different from his or her type rating;

- (iii) the large aircraft type to which the different type rating would apply has the same manufacturer as the large aircraft type to which the holder's type rating applies;
 - (iv) CASA carries out an RPL assessment that compares the differences between the large aircraft type to which the type rating applies and the large aircraft type to which the different type rating would apply;
 - (v) CASA determines that the B2 systems differences between the 2 large aircraft types are not such as to require further training of the holder for the issue of the different type rating.
3. if each of the following applies:
- (i) the applicant is a category B1 licence holder (the **holder**) with a rating (a **type rating**) for a particular type, or type and model, of large aircraft with a particular type of aircraft engine (a **large aircraft type**);
 - (ii) the holder applies for a rating (the **different type rating**) for a large aircraft type, that is different from his or her type rating;
 - (iii) the large aircraft type to which the different type rating would apply has the same manufacturer as the large aircraft type to which the holder's type rating applies;
 - (iv) CASA carries out an RPL assessment that compares the differences between the large aircraft type to which the type rating applies and the large aircraft type to which the different type rating would apply;
 - (v) CASA determines that the B1 engine (powerplant) interface differences between the 2 large aircraft types are not such as to require further training of the holder for the issue of the different type rating.

Note In subparagraphs (c) 2 and (c) 3, a **large aircraft type** means, in accordance with paragraphs (a) and (b) of the definition of **aircraft type** in regulation 66.010 of CASR 1998:

- (a) a particular type, or type and model, of large aircraft with a particular type of aircraft engine; or
 - (b) a large aircraft with a particular type of aircraft engine.
- (d) An applicant for a Category B1 or B2 aircraft type rating must complete the applicable type training in relation to paragraph 66.A.20 (a) privileges, which consists of:
 1. theoretical training and examination; and
 2. practical training and assessment as specified in sections 66.A.50 and 66.A.55.
 - (e) Category C approved type training must comply with the requirements for such training in Appendix III to this MOS. In the case of a Category C licence holder qualified by holding an academic degree mentioned in subparagraph 66.A.25 (h) 1., the first aircraft type theoretical training must be at the Category B1 or B2 licence level. Practical training is not required.
 - (f) Completion of approved aircraft type training, as required by paragraphs (b) to (c), must be demonstrated by an examination. The examination must comply with the requirements in Appendix III to this MOS.
 - (g) The training and assessment for a restricted rating for an aircraft type may be in:
 1. a subset of the theoretical elements mentioned in Part 2 of Appendix III that are indicated for the category or subcategory by the numerical level of the type training; and

2. the corresponding practical elements mentioned in Part 3 of Appendix III that are appropriate for the category or subcategory and the rating, only if the MTO provides in the course plan for the training a description of:
 - (i) the training and assessment in the subset of theoretical elements and its corresponding practical elements; and
 - (ii) the persons eligible to undertake the training and assessment; and
 - (iii) the restrictions for the rating to which the training and assessment relates; and
 - (iv) ensures that all documents required under this MOS in connection with the training and assessment, describe the rating as a restricted rating.
- (h) An AMO in accordance with section 145.A.37 of the Part 145 MOS, or a COA holder in accordance with Civil Aviation Order 104.0 (Certificates of approval — application, grant and conditions) (a **CAR 30 organisation**), may:
 1. deliver excluded system training and assessment for the excluded systems set out in Appendix VII; or
 2. for an aircraft type mentioned in column 2 of Table 2 in Appendix IX — deliver aircraft type training for a category or subcategory of licence for the aircraft, or a system or subsystem of the aircraft type; or
 3. for an aircraft type mentioned in column 2 of Table 2 in Appendix IX — arrange for the manufacturer of the aircraft or its engine to provide training and assessment.
- (i) A licensed aircraft maintenance engineer, seeking his or her first aircraft type rating in an alternate licence category or subcategory not currently held by that person, must have first completed category or subcategory basic knowledge and competency training as mentioned in section 66.A.25 for the issue of a licence in that category or subcategory for which he or she is seeking his or her first rating, as well as meeting the practical maintenance experience requirements specified in paragraph 66.A.30 (b).

66.A.50 Aircraft type practical training

- (a) Aircraft type practical training and assessment must include a representative cross-section of maintenance activities relevant to the category or subcategory.
- (b) Practical training must be of fixed content and duration and, except in the case of PCT, can be conducted by either an MTO or an appropriately approved AMO. In the case of PCT, only an MTO approved to conduct PCT may deliver and assess the training. Where practical training is conducted by an appropriately approved maintenance organisation, the practical training must be first approved by CASA. The practical training must be supported by a detailed syllabus or practical worksheets/logbook showing content and duration of training.
- (ba) The practical element of type training may be conducted simultaneously with the conduct of the theoretical element or provided separately as a stand-alone element.
- (bb) Options for practical training include:
 1. PCT; or
 2. practical on course (**POC**) training; or
 3. structured OJT performed according to a type-specific program.

- (c) Practical training can be performed by demonstrations using equipment, components, simulators, other training devices or aircraft. This training does not need to involve actual servicing or repair of aircraft.
- (d) Records of demonstration of practical training must be retained by the organisation conducting the practical training for at least 5 years following completion of the practical training.
- (e) Practical training must meet the requirements of Appendix III to this MOS.

66.A.55 On the Job aircraft type Training

- (a) In the case of a first type rating to be gained, PCT or POC alone is not acceptable for type rating endorsement. In addition to PCT or POC, an applicant must also complete on the job training (*OJT*).
- (aa) In the case of a rating in another licence category or subcategory to be obtained after the type rating referred to in paragraph (a):
 1. if using POC training, POC training must be supplemented by OJT; and
 2. if using PCT training, no supplementation by OJT is required.
- (b) OJT, other than that normally required as part of a PCT course, is not required in the case of a second or subsequent type rating if the practical training for the second or subsequent type rating (in the same or any other category or subcategory) is delivered using PCT.
- (c) OJT:
 1. may only be conducted and managed by a maintenance organisation, or a maintenance training organisation, approved by CASA to undertake such training activities; and
 2. must be supported by a detailed syllabus of OJT content which includes provision for completion of the OJT to be recorded in detailed worksheets or logbooks; and
 3. must be assessed and approved by CASA.

Note CASA's assessment and approval are guided by Appendix II of AMC/GM for CASR Part 66 and the CASA publication titled *Advisory Circular AC 66-07 – Practical training options for aircraft type training and recording of recent work experience*, as existing from time to time.
- (ca) For paragraph (c), the maintenance organisation approved by CASA must be:
 1. an approved maintenance organisation (*AMO*) issued with an approval under regulation 145.030 of CASR 1998 to carry out maintenance activities; or
 2. an organisation holding a certificate of approval to carry out maintenance activities issued under regulation 30 of the *Civil Aviation Regulations 1988*.
- (d) OJT must be supervised and assessed by approved assessors.
- (e) OJT must comply with the requirements of Appendix III to this MOS.

66.A.56 Repealed sections 66.A.56 and 66.A.57

- (a) Paragraph (b) applies to a person:
 1. to whom repealed section 66.A.56 applied before the commencement day; and
 2. who has not applied to CASA for the removal of the relevant exclusion under section 66.A.70 before the commencement day.

Note Repealed section 66.A.56 was repealed by the *Part 66 Manual of Standards Amendment Instrument 2024 (No. 1)*.

- (b) Paragraph 7 (2) (c) of the *Acts Interpretation Act 1901* does not apply to the person in relation to repealed section 66.A.56.
- (c) Paragraph (d) applies to a person:
 - 1. to whom repealed section 66.A.57 applied before the commencement day; and
 - 2. who has not applied to CASA for the removal of the relevant exclusion under section 66.A.70 before the commencement day.

Note Repealed section 66.A.57 was repealed by the *Part 66 Manual of Standards Amendment Instrument 2024 (No. 1)*.

- (d) Paragraph 7 (2) (c) of the *Acts Interpretation Act 1901* does not apply to the person in relation to repealed section 66.A.57.
- (e) This section is repealed at the end of the day 28 days after the commencement day.
- (f) In this section:
commencement day means the day on which the *Part 66 Manual of Standards Amendment Instrument 2024 (No. 1)*, other than subsection 3 (2) and Schedule 2, commences.

66.A.60 Recognised States

For the purposes of regulation 66.030 of CASR 1998, recognised States are set out in Appendix V.

66.A.65 Excluded States

For the purposes of regulation 66.060 of CASR 1998, excluded States are set out in Appendix VI.

66.A.70 Removal of exclusions

- (a) Exclusions endorsed on a Part 66 licence are exclusions from the certification privileges and apply to the aircraft in its entirety.
- (b) Exclusions annotated on a category can be removed by gaining the section 66.A.25 basic knowledge and competency requirements relevant to the exclusion removal.
- (c) Exclusions annotated on a rating can be removed by CASA after satisfactorily completing, as required:
 - 1. paragraph 66.A.45 (d) training and examination; with
 - 2. section 66.A.50 practical training and assessment; or
 - 3. section 66.A.55 on the job training and assessment.

The training, assessment and examination may be provided by an MTO or, if described in its Part 145 AMO exposition, by an AMO if the exclusion removal has been permitted under subparagraph 66.100 (a) (ii) of CASR 1998, using a training and assessment regime provided in accordance with paragraph 145.025 (3) (c) of CASR 1998.

- (d) For subregulation 66.095 (2), and Subpart 202.CG, of CASR, the exclusion of an aircraft system or subset of an aircraft system mentioned in column 1 of an item in the Table in Appendix VII, with the related exclusion identifier mentioned in column 2 and title mentioned in column 3 of the item, is specified

as an exclusion on a type rating for which an AMO may be authorised to provide training, assessment and authorisations.

- (e) Units of competency are required as mentioned in Appendix VIII before the removal of an exclusion from a category or subcategory of licence in accordance with paragraph (b).

Part 3 Transitional provisions

66.A.100 Transitional provision for *Part 66 Manual of Standards Amendment Instrument 2018 (No. 1)*

- (1) If:
 - (a) immediately before the commencement day, a person held a unit of competency (the *previous unit*) mentioned in the table in Appendix IV of this MOS; and
 - (b) the relevant instrument replaces the previous unit with a new version of the unit of competency (the *new unit*);the person is taken to hold the new unit.

- (2) In this section:

commencement day means the day on which the relevant instrument commences.

relevant instrument means the *Part 66 Manual of Standards Amendment Instrument 2018 (No. 1)*.