



# Australian Government

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## Civil Aviation Safety Authority

I, MARK ALAN SKIDMORE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160 and 66.015 of the *Civil Aviation Safety Regulations 1998*.

**[Signed M. Skidmore]**  
Mark Skidmore AM  
Director of Aviation Safety

25 June 2015

### **Part 66 Manual of Standards Amendment Instrument 2015 (No. 1)**

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#### **1 Name of instrument**

This instrument is the *Part 66 Manual of Standards Amendment Instrument 2015 (No. 1)*.

#### **2 Commencement**

This instrument commences on 27 June 2015.

#### **3 Amendment of Part 66 Manual of Standards**

The Part 66 Manual of Standards is amended as set out in Schedule 1.

### **Schedule 1 Amendments**

#### **[1] Paragraph 66.5 (b), Definitions**

*insert*

**AME licence** means an aircraft maintenance engineer licence, under regulation 31 of CAR 1988 as in force immediately before 27 June 2011.

**CAR 1988**, or **CAR**, means the *Civil Aviation Regulations 1988*.

**CASR 1998** means the *Civil Aviation Safety Regulations 1998*.

**CAO** means Civil Aviation Order.

**Part 66 licence** means an aircraft engineer licence issued under Part 66 of CASR 1998.

**Part 66 rating** means a rating on an aircraft engineer licence, issued under Part 66 of CASR 1998.

**regulation 31** means paragraphs 31 (4) (b), (c) and (e) of CAR 1988, as in force immediately before 27 June 2011, and includes:

1. regulation 31C of CAR 1988, as in force immediately before 27 June 2011;  
and

2. each of the following CAOs, as in force immediately before 27 June 2011:
  - (i) CAO 100.91;
  - (ii) CAO 100.92;
  - (iii) CAO 100.93;
  - (iv) CAO 100.94;
  - (v) CAO 100.95; and
3. each of the following Specification instruments for an associated CAO, as in force or existing immediately before 27 June 2015:
  - (i) CASA 202/14 for CAO 100.91;
  - (ii) CASA 203/14 for CAO 100.92;
  - (iii) CASA 204/14 for CAO 100.93;
  - (iv) CASA 205/14 for CAO 100.94;
  - (v) CASA 206/14 for CAO 100.95; and
4. each of the following Airworthiness Advisory Circulars (*AAC*) with which its associated CAO was expressed to be read, as it existed immediately before 27 June 2015:
  - (i) AAC Part 9-91 for CAO 100.91;
  - (ii) AAC Part 9-92 for CAO 100.92;
  - (iii) AAC Part 9-93 for CAO 100.93;
  - (iv) AAC part 9-94 for CAO 100.94;
  - (v) AAC Part 9-95 for CAO 100.95.

*this MOS* means the Part 66 Manual of Standards.

**[2] Paragraph 66.A.25 (a)**

*omit*

This paragraph

*insert*

This section

**[3] After paragraph 66.A.25 (h)**

*insert*

Use of CAR 31 to obtain the equivalent of an AME licence on or after 27 June 2015

- (i) Despite anything in paragraphs (a) to (h) of this section, a person who, if regulation 31 were still in force, would meet the requirements of regulation 31 for the issue of an AME licence in a category mentioned in paragraph (j) is taken to meet the requirements of paragraphs (a) to (h) for the issue of the Part 66 licence that is equivalent to the licence that would have been issued for the category if regulation 31 were still in force.
- (j) The licence categories mentioned in paragraph (i) are as follows:
  1. a licence in category airframes;
  2. a licence in category engines;
  3. a licence in category radio;

4. a licence in category electrical;
5. a licence in category instruments.

**[4] After paragraph 66.A.30 (e)**

*insert*

Use of CAR 31 to obtain the equivalent of an AME licence on or after 27 June 2015

- (f) Despite anything in paragraphs (a) to (e) of this section, a person who, if regulation 31 were still in force, would meet the requirements of regulation 31 for the issue of an AME licence in a category mentioned in paragraph (g) is taken to meet the requirements of paragraphs (a) to (e) for the issue of the Part 66 licence that is equivalent to the licence that would have been issued for the category if regulation 31 were still in force.
- (g) The licence categories mentioned in paragraph (f) are as follows:
  1. a licence in category airframes;
  2. a licence in category engines;
  3. a licence in category radio;
  4. a licence in category electrical;
  5. a licence in category instruments.

**[5] After paragraph 66.A.45 (i)**

*insert*

Use of CAR 31 to obtain the equivalent of a Group rating on an AME licence on or after 27 June 2015

- (j) Despite anything in paragraphs (a) to (i) of this section, a person who, if regulation 31 were still in force, would meet the requirements of regulation 31 for the issue of a Group rating for a category of AME licence mentioned in paragraph (k) is taken to meet the requirements of paragraphs (a) to (i) of this section for the issue of the Part 66 rating that is equivalent to the Group rating that would have been issued for the category if regulation 31 were still in force.
- (k) The licence categories and Group ratings mentioned in paragraph (j) are as follows:
  1. a licence in category airframes, with a Group 1, 2, 3, 4, 5, 6, 10 or 19 rating, provided that, for Groups 1, 2 and 19, the airframe is not a type rated aircraft type;
  2. a licence in category engines, with a Group 1, 2, 3, 21 or 22 rating, provided that, for Group 21 and Group 22, the engine is fitted to a small aircraft;  
*Note* **Small aircraft** is defined in Part 3 of the Dictionary in CASR 1998. Part 3 contains definitions for Part 66 of CASR 1998. Under paragraph 66.5 (a) of this MOS, words and phrases generally have the same meaning as in Part 66.
  3. a licence in category radio, with a Group 1, 2, 3, 4, 5, 6, 7, 9, 10 or 12 rating;
  4. a licence in category electrical, with a Group 1 or 2 rating;
  5. a licence in category instruments, with a Group 1, 3, 5, 7, 8, 9 or 10 rating.

**[6] After section 66.A.55**

*insert*

**66.A.56 Use of CAR 31 for removal of exclusion from a Part 66 licence on or after 27 June 2015**

- (a) This section applies to a person (the *Part 66 licence holder*) who holds a Part 66 licence that is subject to the exclusion of a particular aircraft system or a subset of an aircraft system (a *particular exclusion*).

*Note* *Part 66 licence holder* includes a person who holds a Part 66 licence subject to a particular exclusion, as a result of the operation of paragraphs 66.A.25 (i) and 66.A.30 (f) of this MOS.

- (b) If the Part 66 licence holder would meet the requirements of regulation 31 for the issue of a category of AME licence mentioned in paragraph 66.A.25 (i) or 66.A.30 (f) without a particular exclusion, were regulation 31 still in force, then the holder is taken to meet the requirements of sections 66.A.25 and 66.A.30 of this MOS for the issue of the Part 66 licence without the particular exclusion.

**66.A.57 Use of CAR 31 for removal of exclusion from a Part 66 rating on or after 27 June 2015**

- (a) This section applies to a person (the *Part 66 rating holder*) who holds a Part 66 rating that is subject to the exclusion of a particular aircraft system or a subset of an aircraft system (a *particular exclusion*).

*Note* *Part 66 rating holder* includes a person who holds a Part 66 rating subject to a particular exclusion, as a result of the operation of paragraph 66.A.45 (j) of this MOS.

- (b) If the Part 66 rating holder would meet the requirements of regulation 31 for the issue of a Group rating on a category of AME licence without the particular exclusion, were regulation 31 still in force, then the holder is taken to meet the requirements of section 66.A.45 of this MOS for the issue of the Part 66 rating without the particular exclusion.

**66.A.58 Exemptions to facilitate the operation of certain provisions**

- (a) A person to whom paragraph 66.A.25 (i), paragraph 66.A.30 (f) or section 66.A.56 of this MOS applies is exempt from subregulation 66.072 (3) of CASR 1998.
- (b) A person to whom paragraph 66.A.45 (j) or section 66.A.57 of this MOS applies is exempt from each of the following provisions of CASR 1998:
1. paragraph 66.080 (1) (b);
  2. subregulations 66.080 (2) and (3);
  3. paragraphs 66.095 (1) (c) and (2) (d);
  4. regulation 66.100; and
  5. paragraph 66.110 (2) (a).
- (c) Each exemption mentioned in paragraphs (a) and (b) expires at the end of 26 June 2017.
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