

PROCEDURES FOR CONVERSION OF EXISTING AIRCRAFT MAINTENANCE TECHNICIAN LICENCE (AMTL) TO NCAR PART-66 AIRCRAFT MAINTENANCE LICENCE (NCAR PART-66 AML)

This circular explains the procedure for the issuance of **NCAR Part-66 Aircraft Maintenance License (NCAR Part-66 AML)** and the privileges associated with such Licenses. This also explains the procedure involved in the conversion of Aircraft Maintenance Technician Licence (**AMTL**) issued by CAA Nepal to NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**).

In case of conflict between this circular and Regulation/Requirements issued by CAA Nepal, Regulation/Requirements shall prevail.

1. HOW TO BECOME A HOLDER OF AIRCRAFT MAINTENANCE LICENCE

NCAR Part-66 provides the comprehensive guidance of the knowledge and experience requirements to become a holder of an NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**).

The NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**) is divided broadly between Mechanical and Avionic trade disciplines. In view of the various technologies and combinations applicable to certain aircraft, the Mechanical licence category is further subdivided to simplify the complexity of the system. In addition, there are various levels within the licence that allow the holder to be authorized to perform certain roles within Line and/or Base maintenance. These reflect different levels of task complexity and are supported by different standards of experience and knowledge. An individual has the option to hold a combination of licence categories appropriately.

The categories within the NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**) are:

A – Maintenance Certifying Mechanic Category

B1 – Maintenance Certifying Technician (Mechanical) Category

B2 – Maintenance Certifying Technician (Avionics) Category

B3- Maintenance Certifying Technician

C – Base Maintenance Certifying Technician

1.1 Category A

A **Category A** aircraft maintenance licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in **NCAR 145.A.35 of NCAR Part-145**. The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation.

The privilege of the **Category A** also includes limited electrical tasks but does not permit any avionic activity.

Category A is further divided into sub-categories as follows

A1 – Aeroplanes Turbine

A2 – Aeroplanes Piston

A3 – Helicopters Turbine

A4 – Helicopters Piston

The table below provides information on which full examination modules required for **Category – A** licence, at the initial issue.

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Sub Category	Description of Sub Category	Modules
A1	Aeroplanes Turbine	1, 2, 3, 5, 6, 7A, 8, 9A, 10, 11A, 15, 17A
A2	Aeroplanes Piston	1, 2, 3, 5, 6, 7A, 8, 9A, 10, 11B, 16, 17A
A3	Helicopter Turbine	1, 2, 3, 5, 6, 7A, 8, 9A, 10, 12, 15
A4	Helicopter Piston	1, 2, 3, 5, 6, 7A, 8, 9A, 10, 12, 16

The experience demonstrated as given in the application must be relevant to the sub category of licence being applied for and the criteria in respect of recent experience must be satisfied.

Note: The necessary description of the experience required and appropriate level definitions in respect of each module are described in **NCAR Part-66**.

1.2 Category B1

The **Category B1** Aircraft Maintenance Licence shall permit the holder to issue certificates of release to service and to act as **B1 support staff** following:

- Maintenance performed on aircraft structure, powerplant and mechanical and electrical systems.
- Work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

Category B1 includes the corresponding A subcategory.

A **Category B1** licence holder also has a role in **Base Maintenance** in supporting the **Category C** certifier who is the final CRS signatory.

The sub categories for **Category B1** Aircraft Maintenance Licence are:

B1.1 – Aeroplanes Turbine

B1.2 – Aeroplanes Piston

B1.3 – Helicopters Turbine

B1.4 – Helicopters Piston

1.3 Category B2

A **Category B2** Aircraft Maintenance Licence shall permit the holder:

- (i) To issue certificates of release to service and to act as **B2 support staff** for following:
 - Maintenance performed on avionic and electrical systems, and
 - Electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and
- (ii) To issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the Certification Authorization referred to in **NCAR 145.A.35 of NCAR Part-145**. This certification privilege shall be restricted to work that the licence

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holder has personally performed in the maintenance authorization, which issued the Certification Authorization and limited to the ratings already endorsed in the B2 licence.

The **Category B2** licence does not include any **A subcategory**.

Category B2 licence holder also has a role in **Base Maintenance** in supporting the **Category C** certifier who is the final CRS signatory.

1.4 Category B3

A **Category B3** Aircraft Maintenance Licence shall permit the holder to issue certificates of release to service and to act as **B3 support staff** for:

- Maintenance performed on aeroplane structure, powerplant and mechanical and electrical systems.
- Work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

Category B3 is applicable to Piston-Engine non pressurized aeroplanes of 2000Kg MTOM and below.

1.5 Category C

A **Category C** Aircraft Maintenance Licence shall permit the holder to issue certificates of release to service following **Base Maintenance** on aircraft. The privileges apply to the aircraft in its entirety.

Note: Refer to **NCAR 66.A.20** its corresponding AMC and GM for further details.

The reference table below provides information on which full examination modules are required for Category B licence.

Sub Category	Description of Sub Category	Modules
B1.1	Aeroplanes Turbine	1, 2, 3, 4, 5, 6, 7A, 8, 9A, 10, 11A, 15, 17A
B1.2	Aeroplanes Piston	1, 2, 3, 4, 5, 6, 7A, 8, 9A, 10, 11B, 16, 17A
B1.3	Helicopter Turbine	1, 2, 3, 4, 5, 6, 7A, 8, 9A, 10, 12, 15
B1.4	Helicopter Piston	1, 2, 3, 4, 5, 6, 7A, 8, 9A, 10, 12, 16
B2	Avionics	1, 2, 3, 4, 5, 6, 7A, 8, 9A, 10, 13, 14
B3	Piston-engine non-pressurized aeroplanes 2000 Kg MTOM and below	1, 2, 3, 4, 5, 6, 7B, 8, 9B, 10, 11C, 16, 17B

The wider privileges of the Category B licence and the role of the Technician in defect diagnosis and rectification and system inspection require a more detailed knowledge than that for **Category A**. This requires a longer period of experience and examination at a higher level than for **Category A**.

Note: The necessary description of the experience required and appropriate level definitions in respect of each module are described in **NCAR Part-66**.

Note: Holders of Aircraft Maintenance Licence in **Category B1, B2, B3 and C** may apply for inclusion of an Aircraft Type Rating subject to meeting the relevant requirements laid down in **NCAR Part-66**. **Categories A and Category B3 are not type rated.**

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1.6 Extension of Category B1 to include Category B2

If **Category B1** licence holder wishes to Extend/Convert his Aircraft Maintenance Licence to exercise the privileges of **Category B2**, he has to follow the route as described in the table below as appropriate.

All module references given are inclusive.

Category Held	Modules or Part Modules required	No. of Questions
B1.1	Module 4.1.1b, 4.1.2, 4.1.3b, 4.2, 4.3b	20
	Module 5.1 to 5.3, 5.5b, 5.6b, 5.7 to 5.10, Module 7A.4	40
	Module 13.1(c), 13.3 and 13.4, 13.6, 13.8, 13.10, 13.20, 13.21 & 13.22	120
B1.2	Module 4.1.1b, 4.1.2, 4.1.3b, 4.2, 4.3b	20
	Module 5.1 to 5.13, Module 7A.4	40
	Module 13.1, 13.3 and 13.4, 13.5.3, 13.5.4, 13.5.6, 13.5.7.3, 13.5.9, 13.6, 13.8, 13.7.2, 13.7.3, 13.7.6 to 13.7.8, 13.10, 13.20, 13.21 and 13.22 (LOD 2 to LOD 3)	132
B1.3	Module 4.1.1b, 4.1.2, 4.1.3b, 4.2, 4.3b	20
	Module 5.1 to 5.3, 5.5b, 5.6b, 5.7 to 5.10, Module 7A.4	40
	Module 13.1(a & b), 13.2 to 13.4, 13.5.3, 13.5.4, 13.5.6, 13.6 to 13.8, 13.10, 13.11, 13.17, 13.19 to 13.22	124
B1.4	Module 4.1.1b, 4.1.2, 4.1.3b, 4.2, 4.3b	20
	Module 5.1 to 5.13, Module 7A.4	40
	Module 13.1(a & b), 13.2 to 13.4, 13.5.3, 13.5.4, 13.5.6, 13.6 to 13.8, 13.10, 13.11, 13.17, 13.19 to 13.22	132

1.7 Extension of Category B2 to include Category B1

If a full unrestricted **Category B2** licence holder wishes to Extend/Convert his/her Aircraft Maintenance Licence to exercise the privileges of **Category B1**, he/she has to follow the route as described in the table below.

All module references given are inclusive.

To Category	Modules or part modules required	No. of Questions
B1.1	Module 2.2.1, 2.2.2, 2.2.3(a) & 2.2.4(b)	16
	Module 6.1(a), 6.2(a), 6.3.1(b), 6.3.2, 6.3.3, 6.4b, 6.5.4, 6.6b, 6.7, 6.10	28
	Module 7A.6, 7A.8, 7A.9 to 7A.14, 7A.16b, 7A.18b and c all, 7A.19b	40
	Module 11A.1 to 11A.4, 11A.7 to 11A.13, 11A.15 to 11A.17	90

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	Module 15.1 to 15.13, 15.15 to 15.22	70
	Module 17A	30
B1.2	Module 2.2.1, 2.2.2, 2.2.3(a) & 2.2.4(b)	16
	Module 6.1(a), 6.2(a), 6.3.1(b), 6.3.2, 6.3.3, 6.4b, 6.5.4, 6.6b, 6.7, 6.10	28
	Module 7A.6, 7A.8, 7A.9 to 7A.14, 7A.16b, 7A.18b and c, 7A.19b	40
	Module 11B.1 to 11B.4, 11B.7 to 11B.13, 11B.15 to 11B.17	90
	Module 16.1 to 16.9, 16.11 to 16.13	55
	Module 17A	30
B1.3	Module 2.2.1, 2.2.2, 2.2.3(a) & 2.2.4(b)	16
	Module 6.1(a), 6.2(a), 6.3.1(b), 6.3.2, 6.3.3, 6.4b, 6.5.4, 6.6b, 6.7, 6.10	28
	Module 7A.6, 7A.8, 7A.9 to 7A.14, 7A.16b, 7A.18b and c, 7A.19b	40
	Module 12.1 to 12.6, 12.9 to 12.14, 12.16	80
	Module 15.1 to 15.13, 15.15 to 15.22	70
B1.4	Module 2.2.1, 2.2.2, 2.2.3(a) & 2.2.4(b)	16
	Module 6.1(a), 6.2(a), 6.3.1(b), 6.3.2, 6.3.3, 6.4b, 6.5.4, 6.6b, 6.7, 6.10	28
	Module 7A.6, 7A.8, 7A.9 to 7A.14, 7A.16b, 7A.18b and c, 7A.19b	40
	Module 12.1 to 12.6, 12.9 to 12.14, 12.16	80
	Module 16.1 to 16.9, 16.11 to 16.13	55

1.8 EXTENSION OF A1 TO INCLUDE CATEGORY B1 OR B2

If **Category A1** licence holder wishes to Extend/Convert his Aircraft Maintenance Licence to exercise the privileges of **Category B1** or **Category B2** as appropriate, he has to follow the route as described in the table below.

All module references given are inclusive.

Category A1 to Category B1.1		
Module	Module or Part Module required	No. of Questions
1	Full B1 Examination	32
2	Full B1 Examination	52
3	Full B1 Examination	52

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4	Full B1 Examination	20	
5	Full B1.1/B1.3 Examination	40	
5	B1.2/B1.4 Examination	20	
6	Full B1.1 Examination	72	
7A	7A.4 to 7A.16, 7A.18 and 7A.20	60	
8	Full B1 Examination	20	
10	10.5 and 10.7	20	
11A	Full B1 Examination	140	
15	Full B1 Examination	92	
17A	Full B1 Examination	32	
Category A1 to B1.2, B1.3 or B1.4			
B1.2	M 16	Full B1 Examination	72
B1.3	M12	Full B1 examination	128
B1.4	M12	Full B1 examination	128

1.8.1 Category A1 to Category B2

Module	Module or Part Module required	No. of Questions
1	Full B2 Examination	30
2	Full B2 Examination	50
3	Full B1/2 Examination	50
4	Full B2 Examination	40
5	Full B2 Examination	70
6	Module 6.1(b), 6.2(b), 6.3.1(a), 6.7, 6.8, 6.9 & 6.11	20
7	7A.4, 7A.5, 7A.7, 7A.15a, 7A.16a, 7A.18c and e, 7A.20	30
8	Full B1/2 Examination	20
10	10.5 and 10.7	20
13	Full B2 Examination	130
14	Full B2 Examination	25

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1.9 EXPERIENCE REQUIREMENT FOR EXTENSION OF CATEGORY

When applying for an additional licence category, it is only necessary to provide information on duration of experience relating to whichever licence that is applied for. The table below provides information on the minimum experience required for each application.

To From	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2	B3
A1	-	6 months	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A2	6 months	-	6 months	6 months	2 years	6 months	2 years	1 year	2 years	6 months
A3	6 months	6 months	-	6 months	2 years	1 year	2 years	6 months	2 years	1 year
A4	6 months	6 months	6 months	-	2 years	1 year	2 years	6 months	2 years	1 year
B1.1	None	6 months	6 months	6 months	-	6 months	6 months	6 months	1 year	6 months
B1.2	6 months	None	6 months	6 months	2 years	-	2 years	6 months	2 years	None
B1.3	6 months	6 months	None	6 months	6 months	6 months	-	6 months	1 year	6 months
B1.4	6 months	6 months	6 months	None	2 years	6 months	2 years	-	2 years	6 months
B2	6 Months	6 Months	6 Months	6 Months	1 Year	1 Year	1 Year	1 Year	-	1 Year
B3	6 Months	None	6 Months	6 Months	2 Years	6 Months	2 Years	1 Year	2 Years	-

2. CONVERSION OF AMTL TO NCAR Part-66 AIRCRAFT MAINTENANCE LICENCE

Any personnel who has completed all the required subject as laid down in NCAR Chapter F.3 (Issue 1, September 1982, Amendment 1, March 2002) in respective licence category (A, C, E, I, R) (but doesn't hold AMTL issued by CAA Nepal) or holds an AMTL issued by CAA Nepal in category (A, C, E, I, R) will be eligible for conversion of their AMTL to NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**).

The validity of all AMTL issued by CAA Nepal will expire on next renewal of AMTL effective from 15th November, 2016. The AMTL will then be converted to NCAR Part-66 AML with limitation (as laid down in Para 3). The existing AMTL can remove their limitation from **NCAR Part-66 AML** after successfully completing Full Modules and Sub/Part Modules, as laid down in Para 2, from CAA Nepal after necessary arrangement for conduction of examination is completed. Dates of examinations will be published through a Notice to all Operators and full details about these examinations will appear on the CAA Nepal website flightsafetycaan.org.np.

Note 1: The personnel who already holds an AMTL issued by CAA Nepal before the date this circular is effective need not write Module 10 papers as indicated in conversion matrix detailed in Para 2 of this circular.

Note 2: The personnel who has completed all the required subject as laid down in NCAR Chapter F.3 (Issue 1, September 1982, Amendment 1, March 2002) in respective licence category (A, C, E, I, R) but doesn't hold an AMTL issued by CAA Nepal before the date this circular is effective, needs to write Module 10 as indicated in conversion matrix detailed in Para 2 of this Circular.

Note 3: Number of Question for Sub/Part Modules and time allocation Sub/Part Modules for conversion of AMTL to NCAR Part-66 Aircraft Maintenance Licence will be decided later.

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Note 4: The personnel holding licence in **two category** (A, C, E, I, R) and have utilized their licence for minimum **three years** before conversion of their licence are eligible for Category C licence when converting their Aircraft Maintenance Technician Licence (AMTL) to NCAR Part-66 Aircraft Maintenance Licence (NCAR Part-66 AML).

2.1 Conversion to B1.1 Aeroplanes Turbine

AMTL Category	Modules and Sub/Part Modules required	
	Full Modules	Sub/part Modules
Category A- Airframe	4, 5, 10, 15, 17A	3.9 to 3.18, 7A.7, 11A.5, 11A.6, 11A.14, 11A.18 to 11A.21
Category C –Gas Turbine Engines	4, 5, 8, 10, 11A	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.13, 7A.16 to 7A.19
Category C –Piston Engine	4, 5, 8, 10, 11A, 15	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.13, 7A.16 to 7A.19
Category X- Electrical	5, 6, 8, 10, 11A, 15, 17	7A.7, 7A.13; 7A.16 to 7A.19
Category A & C –Airframe and Gas Turbine Engine	4, 5, 10	3.9 to 3.18 7A.7 11A.5, 11A.6, 11A.14, 11A.18 to 11A.21
Category A & C –Airframe and Piston Engine	4, 5, 10, 15	3.9 to 3.18 7A.7 11A.5, 11A.6, 11A.14, 11A.18 to 11A.21

2.2 Conversion to B1.2 Aeroplanes Piston

AMTL Category	Modules and Sub/Part Modules required	
	Full Modules	Sub/Part Modules
Category A- Airframe	4, 5, 10, 16, 17B	3.9 to 3.18, 7A.7 11B.5, 11B.6, 11B.14

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Category C – Piston Engine	4, 5, 8, 10, 11B	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.16 to 7A.19
Category C – Gas Turbine Engine	4, 5, 8, 10, 16, 11B	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.16 to 7A.19
Category A & C – Airframe and Piston Engine	4, 5, 10	3.9 to 3.18 7A.7 11B.5, 11B.6, 11B.14
Category A & C – Airframe and Gas Turbine Engine	4, 5, 10, 16	3.9 to 3.18 7A.7 11B.5, 11B.6, 11B.14

2.3 Conversion to B1.3 Helicopters Turbine

AMTL Category	Modules and Sub/Part Modules required	
	Full Modules	Sub/Part Modules
Category A – Airframe	4, 5, 10, 15	3.9 to 3.18 7A.7 12.6, 12.7, 12.8, 12.10, 12.12, 12.13, 12.15, 12.16 to 12.19
Category C – Gas Turbine Engine	4, 5, 8, 10, 12	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.16 to 7A.19
Category C-Piston Engine	4, 5, 8, 10, 12, 15	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.16 to 7A.19
Category X – Electrical	5, 6, 8, 10, 12, 15	7A.7, 7A.13, 7A.16 to 7A.19
Category A & C – Airframe and Gas Turbine Engine	4, 5, 10	3.9 to 3.18 7A.7 12.6, 12.7, 12.8, 12.10, 12.12, 12.13, 12.15, 12.16 to 12.19

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Category A & C – Airframe and Piston Engine	4, 5, 10, 15	3.9 to 3.18 7A.7 12.6, 12.7, 12.8, 12.10, 12.12, 12.13, 12.15, 12.16 to 12.19
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2.4 Conversion to B1.4 Helicopters Piston

AMTL Category	Modules and Sub/Part Modules required	
	Full Modules	Sub/Part Modules
Category A – Airframe	4, 5, 10, 16	3.9 to 3.18 7A.7 12.6, 12.7, 12.8, 12.10, 12.12, 12.13, 12.15, 12.16 to 12.19
Category C – Gas Turbine Engines	4, 5, 8, 10, 12, 16	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.16 to 7A.19
Category X – Electrical	5, 6, 8, 10, 12, 16	7A.7, 7A.13, 7A.16 to 7A.19
Category C – Piston Engines	4, 5, 8, 10, 12	3.9 to 3.18 6.3, 6.10, 6.11 7A.7, 7A.16 to 7A.19
Category A & C – Airframe and Gas Turbine Engines	4, 5, 10, 16	3.9 to 3.18 7A.7 12.6, 12.7, 12.8, 12.10, 12.12, 12.13, 12.15, 12.16 to 12.19
Category A & C – Airframe and Piston Engine	4, 5, 10	3.9 to 3.18 7A.7 12.6, 12.7, 12.8, 12.10, 12.12, 12.13, 12.15, 12.16 to 12.19

2.5 Conversion of Electrical, Instrument and Radio licences to B2

AMTL Category	Modules and Sub/Part Modules required	
	Full Modules	Sub/Part Modules
Category X – Electrical	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 All module 13 except for 13.5 and 13.9

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Category X – Instrument	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 13.1, 13.2, 13.3, 13.4, 13.5, 13.6, 13.7; 13.8.25, 13.9, 13.10 to 13.22
Category X – Radio	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 13.1, 13.2, 13.3, 13.5, 13.6, 13.7, 13.8, 13.9 to 13.22
Category X – Electrical and Instrument	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 13.1, 13.2, 13.3, 13.4, 13.6, 13.7, 13.8.25, 13.10 to 13.22
Category X – Electrical and Radio	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 13.1, 13.2, 13.3, 13.6, 13.7, 13.8; 13.10 to 13.22
Category X – Instrument and Radio	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 13.1, 13.2, 13.3, 13.5, 13.6, 13.7, 13.8.25, 13.9 to 13.22
Category X – E, I, R	5, 6, 8, 10, 14	7A.7, 7A.13, 7A.16 to 7A.19 13.1, 13.2; 13.3, 13.6, 13.7, 13.8.25, 13.10 to 13.22

3. LIMITATIONS APPLIED ON CONVERSION OF AMTL TO NCAR PART-66 LICENCE

The following limitations are defined to facilitate the AMTL holders to convert their licenses either to B1 or B2 within defined limitations to exercise the privileges to issue Certificate of Release to Service under the valid AMO.

1. Excluding electrical power generation & distribution systems.
2. Excluding autopilot systems on aeroplanes.
3. Excluding autopilot systems on helicopters.
4. Excluding automatic landing and auto throttle systems on aeroplanes.
5. Excluding radio communication/navigation and radar systems.
6. Excluding avionic LRUs.
7. Excluding airframe.
8. Excluding engine.
9. Reserved
10. Excluding radio-coupled autopilot systems in aeroplanes.
11. Excluding radio-coupled autopilot systems in helicopters.
12. Reserved
13. Excluding Avionic LRU replacement and BITE checks on aircraft above 5700 Kg MTOW.

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- 14. Excluding aircraft structural repairs with all materials.
- 15. Excluding aircraft composite repair with all materials.
- 16. Excluding wooden aircraft.
- 17. Excluding Aircraft Instruments and indicating Systems

Note: The word “limitations” as used in paragraph 3 above, reflects the areas of the NCAR Part-66 licence category where qualifications have NOT been met to permit issue of the full NCAR Part-66 licence category. It is therefore important that certification privileges are not authorised for those items included under the heading of “Limitations”.

Eg: Converted Category B1 will have privilege as per NCAR 66.A.20 - (minus) the limitation highlighted in limitation column.

3.1 LIMITATIONS APPLIED ON CONVERSION OF AN AMTL (A, C, E) TO NCAR PART-66 AML (B1)

AMTL Held	AML Category	Limitations
Category A – Airframe	B 1.1	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>8 Excluding Engine.</p> <p>14 Excluding Aircraft Structural Repairs with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding Wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>
Category C – Gas Turbine Engines	B 1.1	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>7 Excluding Airframe.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>

PROCEDURES FOR CONVERSION OF EXISTING AIRCRAFT MAINTENANCE TECHNICIAN LICENCE (AMTL) TO NCAR PART-66 AIRCRAFT MAINTENANCE LICENCE (NCAR PART-66 AML)

<p>Category A and C – Airframe and Gas Turbine Engine</p>	<p>B 1.1</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>
<p>Category X- Electrical</p>	<p>B 1</p>	<p>7 Excluding Airframe.</p> <p>8 Excluding Engine.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p>
<p>Category C – Piston Engines</p>	<p>B 1.2</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>7 Excluding Airframe.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>
<p>Category A and C –Airframe with Piston Engine</p>	<p>B 1.2</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>

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<p>Category A – Airframe Helicopter</p>	<p>B 1.3</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>8 Excluding Engine.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>
<p>Category A and C– Airframe Helicopter with Gas turbine Engines</p>	<p>B 1.3</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>
<p>Category A and C – Airframe Helicopter with Piston Engines</p>	<p>B 1.4</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>6 Excluding Avionics LRUs.</p> <p>14 Excluding Aircraft Structural Repair with all materials.</p> <p>15 Excluding Aircraft Composite Repair with all materials.</p> <p>16 Excluding wooden Aircraft.</p> <p>Note: Limitation 13 will also apply where no experience in large aircraft can be demonstrated.</p>

PROCEDURES FOR CONVERSION OF EXISTING AIRCRAFT MAINTENANCE TECHNICIAN LICENCE (AMTL) TO NCAR PART-66 AIRCRAFT MAINTENANCE LICENCE (NCAR PART-66 AML)

3.2 LIMITATIONS APPLIED ON CONVERSION OF AN AMTL (E, I, R) TO NCAR PART-66 AML (B2)

AMTL Held	AML	Limitations
Category X – Electrical	B2	<ul style="list-style-type: none"> 2 Excluding Autopilot Systems on Aeroplanes. 3 Excluding Autopilot Systems on Helicopters. 4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes. 5 Excluding Radio Communication/Navigation and Radar Systems. 6 Excluding Avionics LRUs. 10 Excluding Radio-coupled Autopilot Systems in Aeroplanes. 11 Excluding Radio-coupled Autopilot Systems in Helicopters. 17 Excluding Aircraft Instruments and Indication Systems.
Category X – Instrument	B2	<ul style="list-style-type: none"> 1 Excluding Electrical Power Generation and Distribution Systems. 4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes. 5 Excluding Radio Communication/Navigation and Radar Systems. 10 Excluding Radio-coupled Autopilot Systems in Aeroplanes. 11 Excluding Radio-coupled Autopilot Systems in Helicopters.
Category X – Radio	B2	<ul style="list-style-type: none"> 1 Excluding Electrical Power Generation and Distribution Systems. 2 Excluding Autopilot Systems on Aeroplanes. 3 Excluding Autopilot Systems on Helicopters. 4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes. 10 Excluding Radio-coupled Autopilot Systems in Aeroplanes. 11 Excluding Radio-coupled Autopilot Systems in Helicopters. 17 Excluding Aircraft Instrument and Indication System.

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<p>Category X – Electrical and Instrument</p>	<p>B2</p>	<p>4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes.</p> <p>5 Excluding Radio Communication/Navigation and Radar Systems.</p> <p>10 Excluding Radio-coupled Autopilot Systems in Aeroplanes.</p> <p>11 Excluding Radio-coupled Autopilot Systems in Helicopters.</p>
<p>Category X – Electrical and Radio</p>	<p>B2</p>	<p>2 Excluding Autopilot Systems on Aeroplanes.</p> <p>3 Excluding Autopilot Systems on Helicopters.</p> <p>4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes.</p> <p>10 Excluding Radio-coupled Autopilot Systems in Aeroplanes.</p> <p>11 Excluding Radio-coupled Autopilot Systems in Helicopters.</p> <p>17 Excluding Aircraft Instruments and Indication Systems.</p>
<p>Category X – Instrument and Radio</p>	<p>B2</p>	<p>1 Excluding Electrical Power Generation and Distribution Systems.</p> <p>4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes.</p> <p>10 Excluding Radio-coupled Autopilot Systems in Aeroplanes.</p> <p>11 Excluding Radio-coupled Autopilot Systems in Helicopters.</p>
<p>Category X – Electrical, Instrument and Radio</p>	<p>B2</p>	<p>4 Excluding Automatic Landing and Auto Throttle Systems on Aeroplanes.</p> <p>10 Excluding Radio-coupled Autopilot Systems in Aeroplanes.</p> <p>11 Excluding Radio-coupled Autopilot Systems in Helicopters.</p>

4. AML BASIC MODULE EXAMINATION SCHEDULE

The examination syllabus is comprehensive and consists of 17 Modules (refer **Appendix I of NCAR Part-66**). The applicants who fulfill the age, skill, knowledge and experience requirements as laid down in **NCAR Part-66** are allowed to apply for the examination. There will be at least four examinations conducted within a period of one year. Dates of examinations will be published through a Notice to all Operators and full details about these examinations will appear on the CAA Nepal website flightsafetycaan.org.np. The examination Modules 1 to 10 are common for all applicants and they are allowed to sit for the examination at their convenience.

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The examinations applicable for the extension of categories are also conducted on the request of the applicant on the same scheduled dates. The experience requirement for the extension of any Category is subject to the details given under paragraph 1.9 of this procedure and **Appendix I of NCAR Part-66**.

5. APPLICATIONS AND SUPPORTING DOCUMENT REQUIREMENT

The application and supporting documents required for issuance of NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**), Change of an NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**) to include an additional basic category or subcategory, Change of an NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**) to include an aircraft rating or to remove limitations, renewal of an NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**) validity, conversion of licence including group ratings, Conversion of existing AMTL to **NCAR Part-66 AML** will be as per requirements laid down in **NCAR Part-66**.

6. TYPE RATINGS

Holders of NCAR Part-66 Aircraft Maintenance Licence (**NCAR Part-66 AML**) in **Category B1, B2 and C** may apply for inclusion of an Aircraft Type Rating subject to meeting the relevant requirements laid down in **NCAR Part-66**. A **Category A** licence does not contain type ratings.

In order that an Approved Maintenance Organisation can issue a certification authorization to an AML holder in **Categories B1, B2 and C**, the relevant type rating must be held. Without the relevant type rating and authorization, the licence holder cannot sign the Certificate of Release to Service for work carried out on the aircraft.

Note: There are additional requirements to be satisfied for Certification Authorisation to be issued by Approved Maintenance Organization as laid down in **NCAR Part-145**. 'Certification Authorisation' means the authorization issued to certifying staff by the Approved Maintenance Organisation specifying the fact that they may sign Certificates of Release to Service within the limitations stated in such Certification Authorisation on behalf of the Approved Maintenance Organization. The procedure relating to the issuance of Certification Authorisation must be included in CAMMOE/MOE and approved by CAA Nepal before the issuance of any Certification Authorisation to certifying staff by the Approved Maintenance Organization.

Important: All aircraft type rating on **NCAR Part-66 AML** will be issued by the CAA Nepal or an officer authorized by him, on the recommendation of the Approved Maintenance Organization or the airline/organization which employ the holder of the **NCAR Part-66 AML**.

6.1 APPROVED TYPE TRAINING

CAA Nepal only accepts Type Training that has been conducted by Approved Training Organization as per **NCAR Part-147** or courses directly approved by CAA Nepal as per requirements laid down in **NCAR Part-66** and **NCAR Part-147**.



Sanjiv Gautam
Director General
Civil Aviation Authority of Nepal