

JAR-66

Certifying Staff Maintenance

Issued 3rd April 1998

Foreword

1 The Civil Aviation Authorities of certain countries have agreed common comprehensive and detailed aviation requirements (referred to as the Joint Aviation Requirements (JARs)) with a view to minimising Type Certification problems on joint ventures, to facilitate the export and import of aviation products, and make it easier for maintenance and operations carried out in one country to be accepted by the Civil Aviation Authority in another country. In addition there is common agreement that flight and maintenance personnel should be trained and qualified to a common standard to assist Industry in obtaining suitable staff and permit easy movement of such staff across the borders of JAA Countries.

2 The JAR are recognised by the Civil Aviation Authorities of participating countries as an acceptable basis for showing compliance with their national airworthiness codes.

3 Whilst this JAR has been numbered to align with FAR Part 66 of the United States of America because the subject matter is the same, the detailed content is at variance with FAR Part 66.

Harmonisation with the United States remains the goal but in the meantime the Federal Aviation Administration has issued a Notice of Proposed Rulemaking for FAR Part 66 which will bring FAR Part 66 closer to the JAR-66 standard.

4 JAR-66 is intended to provide a single standard for future maintenance certifying staff throughout the JAA countries and as such has been issued with no national variants. It should therefore be understood that when existing maintenance certifying staff are converted to JAR-66, limitations may be applied to such staff if they do not meet the full JAR-66 standard. Despite the limitations existing certifying staff will retain their existing authority to release to service, subject of course, to continued satisfactory performance.

5 The Civil Aviation Authorities may also use this JAR as a basis for the qualification of certifying staff to issue certificates of release to service in the non commercial air transport sector. These certifying staff will have their qualifications endorsed in the JAR-66 aircraft maintenance licence but such privileges will be limited to certifying under the control of the particular Civil Aviation Authority in accordance with National legislation.

6 Future development of the requirements for this JAR will be in accordance with the agreed amendment procedures. Broadly, these procedures are such that amendment of JAR-66 can be proposed by the Civil Aviation Authority of any of the participating countries and by any organisation represented on the Joint Steering Assembly.

7 The Civil Aviation Authorities have agreed they should not unilaterally initiate amendment of their national codes without having made a proposal for amendment of the JAR-66 in accordance with the agreed procedure.

8 Amendments to the text in this JAR-66 are usually issued initially as ‘Orange Paper’ Amendments. These show an effective date and have the same status and applicability as JAR-66 from that date. Orange Paper Amendments are incorporated into the printed text by means of a ‘Change’.

9 New, amended and corrected text is enclosed within heavy brackets.

10 The remainder of the text in this JAR makes reference to JAA full member Authorities. This is intended to reflect the fact that whilst all the Civil Aviation Authorities subscribe to the concept of common JARs etc., only the JAA full member Authorities have agreed mutual recognition of certificates, licences and approvals on the basis of standardisation audits. Nothing however prevents a JAA candidate member Authority from issuing a certificate, licence or approval on the basis of a JAR even though it may not be mutually recognised by the JAA full member Authorities.

Preambles

The preambles are intended to be a summarized record of the main changes introduced by each amendment of JAR-66.

Issued 3.04.98

New requirement for the maintenance certifying staff to qualify under the authority of a JAR-145 organisation to issue JAR-145.50 certificates of release to service.

It should however be noted that this first issue of JAR-66 is limited to the release to service of aeroplanes and helicopters with a maximum take off mass of 5700 kg and above used for commercial air transport.

Section 1 – Requirements

1 GENERAL

This Section 1 contains the Requirements for Certifying Staff – Maintenance.

2 PRESENTATION

2.1 The requirements of JAR-66 are presented in two columns on loose pages, each page being identified by the date of issue or the Change number under which it is amended or reissued.

2.2 Sub-headings are in italic typeface.

2.3 Explanatory Notes not forming part of the requirements appear in smaller typeface.

2.4 New, amended and corrected text is enclosed within heavy brackets.

JAR 66.1 General

(See AMC 66.1)

(a) JAR-145 requires appropriately authorised certifying staff to issue a certificate of release to service on behalf of the JAR-145 approved maintenance organisation when satisfied that all required maintenance has been completed.

(b) Except where stated otherwise in paragraphs (c), (d), (e) and (f), certifying staff responsible for issuing the certificate of release to service must be qualified in accordance with the appropriate requirements of this JAR-66.

(c) This JAR-66 is limited to those certifying staff responsible for issuing the certificate of release to service for aeroplanes and helicopters with a maximum take off mass of 5700 kg and above.

Note: The application of JAR 66 to aeroplanes and helicopters with a maximum take off mass below 5700 kg, airships and aircraft components will be considered in a future issue. Aircraft components include engines, auxiliary power units and propellers.

(d) Personnel authorised to exercise certification privileges in accordance with National aviation regulations valid before the effective date of JAR-66, may continue to exercise these privileges.

(e) Personnel undergoing a course of approved basic or type training at the JAR–66.3(b) compliance date in accordance with National aviation regulations valid before the effective date of JAR–66, may continue to be qualified in accordance with these National aviation regulations. The qualifications gained following such training will be recognised for the purposes of certification privileges in accordance with JAR–66.1(d).

(f) Certifying staff qualified in accordance with paragraph (d) or (e) may continue to exercise the authorisation except in the case of adding other basic categories / sub-categories of qualification to that authorisation when the appropriate additional requirements of JAR–66 will apply to such extension. Certifying staff qualified in accordance with paragraph (d) or (e) may extend the scope of their authorisation to include new aircraft types subject to compliance with National aviation regulations valid before the effective date of JAR–66.

(g) Notwithstanding that paragraph (d), (e) and (f) personnel may continue to exercise such privileges, such personnel must be issued a JAR–66 aircraft maintenance licence based upon the National qualification without further examination but within the time limits of JAR 66.3 (d). The JAR–66 aircraft maintenance licence may contain technical limitations in relation to JAR–66 where not appropriately qualified but does not change any existing certification privileges. Technical limitations will be deleted, as appropriate, when the person satisfactorily sits the relevant conversion examination.

JAR 66.3 Affectivity

(a) This JAR–66 was first issued on 3 April 1998 and becomes effective on 1 June 1998.

(b) After 1 June 2001 any person required to be approved in accordance with JAR–66.1(b) or (f) must be in compliance with this JAR–66.

(c) A JAR–66 aircraft maintenance licence may be issued by the JAA full member Authority during the sub-paragraph (b) transition period.

(d) Any person required by JAR–66.1 (g) to convert a National qualification to a JAR–66 aircraft maintenance licence must do so not later than 10 years after the end of the transition period of sub-paragraph (b).

JAR 66.5 Definitions

For the purpose of this JAR–66, the following definitions shall apply:

‘Aircraft maintenance licence’ means a document issued as evidence of qualification confirming that the person to whom it refers has met the JAR–66 knowledge and experience requirements for any aircraft basic category and aircraft type rating specified in the document.

Note: The aircraft maintenance licence alone does not permit the holder to issue certificates of release to service in respect of aircraft used for commercial air transport. To issue a certificate of release to service for such aircraft, the aircraft maintenance licence holder must in addition hold a JAR–145 certification authorisation issued by the JAR–145 approved maintenance organisation.

‘Certification’ means the issuance of a certificate of release to service.

‘JAA full member Authority’ means an Authority who is a full member of the JAA which means that any approval certificate or licence issued in accordance with the JAR’s by such an Authority will be recognised and accepted by all other such Authorities.

Note: The JAA full member States are listed in Section 2 Appendix 3. See also paragraph 10 of the Foreword.

‘Organisation procedures’ means the procedures applied by the JAR–145 approved maintenance organisation in accordance with the maintenance organisation exposition within the scope of the approval.

JAR 66.10 Applicability

(a) This JAR–66 prescribes the requirements for the qualification of those personnel authorised by a JAR–145 approved maintenance organisation to issue certificates of release to service in accordance with JAR–145.50.

Such personnel are required to hold a valid type rated JAR–66 aircraft maintenance licence, which attests to their knowledge and experience and a valid JAR–145 certification authorisation which grants certification privileges to the individual.

(b) For the JAR–66 aircraft maintenance licence compliance is required with JAR–66.15, JAR–66.25 and JAR–66.30 for the appropriate JAR–66.20 basic category or categories.

The JAR–66 aircraft maintenance licence will be endorsed with the relevant JAR–66.20 basic category / categories and where appropriate any aircraft type ratings granted under JAR–66.45.

Note: The JAR–66 aircraft maintenance licence can be issued without any aircraft type ratings, but it should be remembered that an aircraft type rating is one of the prerequisites for a JAR–145 certification authorisation.

(c) For the JAR–145 certification authorisation compliance is required with paragraph (b), JAR–66.40, JAR–66.45, JAR–66.50 and JAR–66.55.

Note: JAR–145 contains additional requirements to qualify for JAR–145 certification authorisation

JAR 66.13 Application and Issue

(a) An application for a JAR 66.10 (b) aircraft maintenance licence or amendment to such licence must be made on a form and in a manner prescribed by the JAA full member Authority and submitted to such Authority.

Note: Appendix 2 of Section 2 contains an example application form.

(b) An applicant who meets the appropriate requirements of JAR–66.10(b) and has paid any charges prescribed by the JAA full member Authority is entitled to the JAR–66 aircraft maintenance licence.

(c) The JAR–66 aircraft maintenance licence is issued by the JAA full member Authority but the process of preparing such licence for issue may be delegated to appropriately approved JAR–145 maintenance organisations.

Note: The issue of the JAR–145 certification authorisation is carried out by the JAR–145 approved maintenance organisation after establishing compliance with appropriate paragraphs of JAR–66 and JAR–145.

JAR 66.15 Eligibility

(See IEM 66.15)

(a) Certifying staff must not be less than 21 years of age.

(b) Certifying staff must be able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and organisation procedures necessary to support the issue of the certificate of release to service are written.

JAR 66.20 Categories and certification privileges

(See AMC 66.20)

(a) Certifications are made in accordance with the procedures of the JAR–145 approved maintenance organisation and within the scope of the authorisation.

(b) Certifying staff qualified in accordance with this JAR–66, and holding a valid aircraft maintenance licence with where applicable the appropriate type ratings, will be eligible to hold a JAR–145 certification authorisation in one or more of the following categories:

(1) A category A certifying staff authorisation permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification, as specified in JAR–145, within the limits of tasks specifically endorsed on the authorisation. The certification privileges are restricted to work that the authorisation holder has personally performed. Category A is subdivided into sub-categories relative to combinations of aeroplanes, helicopters, turbine and piston engines.

Note: Category B1 certifying staff authorisation automatically permits certification in the appropriate A sub-categories. Category B2 certifying staff can qualify for any A sub-category as can any avionic mechanic subject to compliance with the appropriate A sub-category requirements.

(2) A category B1 certifying staff authorisation permits the holder to issue certificates of release to service following line maintenance, including aircraft structure, powerplants and mechanical and electrical systems. Replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, is also included in the privileges. Category B1 is sub-divided into sub-categories relative to combinations of aeroplanes, helicopters, turbine and piston engines.

(3) A category B2 certifying staff authorisation permits the holder to issue certificates of release to service following line maintenance on avionic and electrical systems.

(4) A category C certifying staff authorisation permits the holder to issue certificates of release to service following base maintenance. The authorisation is valid for the aircraft in its entirety, including all systems.

Note: JAR–145 specifies the personnel required to support category C certifying staff in base maintenance, including in particular the requirement for qualified category B1 and B2 staff.

JAR 66.25 Basic knowledge requirements

(See AMC 66.25 and IEM 66.25))

(a) Certifying staff must demonstrate by examination a level of knowledge acceptable to the JAA full member Authority, in subject modules appropriate to the JAR–66.20 category for which a JAR–66 aircraft maintenance licence is issued or extended.

(b) The levels of knowledge are directly related to the complexity of certifications appropriate to the particular JAR–66.20 category which means that category A must demonstrate a limited but adequate level of knowledge, whereas category B1 and B2 must demonstrate a complete level of knowledge in the appropriate subject modules. Category C certifying staff must meet the relevant level of knowledge for B1 or B2.

Note: JAR–66 Section 2 Appendix 1 contains detailed information on category A, B1 and B2 levels of knowledge.

(c) Full or partial credit against the basic knowledge requirements and associated examination will be given for any other technical qualification considered by the JAA full member Authority to be equivalent to the JAR–66 knowledge standard.

JAR 66.30 Experience requirements

(See AMC 66.30)

- (a) Certifying staff must meet a minimum civil aircraft maintenance experience requirement appropriate to the JAR–66 aircraft maintenance licence sought, which will be reduced by the JAA full member Authority when satisfied that either JAR–147 approved training or other appropriate technical training has been received. For category A and B1 or B2 the experience must be practical which means being involved with a representative cross section of maintenance tasks on aircraft.
- (b) The minimum civil aircraft maintenance experience before possible paragraph (a) reductions means, for category A three years and for category B1 or B2 five years.
- (c) The minimum civil aircraft maintenance experience for category C is three years qualified as a B1 or B2 certifying staff in line maintenance, or, in base maintenance supporting the category C certifying staff, or, a combination of both. Alternatively, the minimum civil aircraft experience for category C certifying staff qualified by holding an academic degree in a technical discipline from a university or other higher educational institute accepted by the JAA full member Authority is three years on a representative selection of tasks directly associated with aircraft maintenance including six months of observation of base maintenance tasks.
- (d) For all certifying staff, at least 1 year of the required experience must be recent maintenance experience on aircraft typical of the category/sub-category for which the JAR–66 aircraft maintenance licence is sought.
- (e) Aircraft maintenance experience gained outside a civil aircraft maintenance environment will be accepted by the JAA full member Authority when satisfied that such maintenance is equivalent to that required by JAR–66 but additional experience of civil aircraft maintenance will be required to ensure understanding of the civil aircraft maintenance environment.

JAR 66.40 Continuity of the aircraft maintenance licence

(See AMC and IEM 66.40)

The JAR–66 aircraft maintenance licence holder must ensure that the information contained in the licence is the same as recorded in the licence copy held by the original issuing JAA full member Authority by submitting the said licence to that JAA full member Authority for review no later than 5 years after the last issue or amendment of the licence as appropriate. Failure to carry out this action would invalidate any JAR–145 certification authorisation issued on the basis of such JAR–66 aircraft maintenance licence and may require recent aircraft maintenance experience and / or the resit of some examinations before re-issue of the licence. The JAA full member Authority will decide for each particular case.

JAR 66.45 Type/task training and ratings

(See AMC and IEM 66.45)

- (a) Category A certifying staff are required to hold an appropriate JAR–66 aircraft maintenance licence prior to the grant of a JAR–145 certification authorisation on a specific aircraft type. JAR–145 certification authorisations may only be granted following the satisfactory completion of the relevant category A aircraft task training carried out by an appropriately approved JAR–145 or JAR–147 organisation.
- (b) Category B1 and B2 certifying staff are required to hold an appropriate aircraft type rated JAR–66 aircraft maintenance licence prior to the grant of a JAR–145 certification authorisation on a specific aircraft type. Ratings will be granted

following satisfactory completion of the relevant category B1 or B2 aircraft type training approved by the JAA full member Authority or by an appropriately approved JAR–147 maintenance training organisation.

(c) Category C certifying staff are required to hold an appropriate aircraft type rated JAR–66 aircraft maintenance licence prior to the grant of a JAR–145 certification authorisation on a specific aircraft type. Ratings will be granted following satisfactory completion of the relevant category C aircraft type training approved by the JAA full member Authority or by an appropriately approved JAR–147 maintenance training organisation except in the case of a category C person qualified by holding an academic degree as specified in JAR–66.30 (c), where the first relevant aircraft type training must be at the category B1 or B2 level.

(d) Completion of approved aircraft task or type training, as required by subparagraphs (a) to (c) above, must be satisfactorily demonstrated by an examination.

JAR 66.50 Medical fitness

(See AMC 66.50)

Certifying staff must not exercise the privileges of their certification authorisation if they know or suspect that their physical or mental condition renders them unfit to exercise such privileges.

JAR 66.55 Evidence of qualification

(See IEM 66.55)

Certifying staff qualified in accordance with this JAR–66 will be issued with an aircraft maintenance licence by the JAA full member Authority as evidence of one of the qualifications necessary for the grant of a JAR–145 certification authorisation. Certifying staff must be able to produce their licence if requested by an authorised person within a reasonable time.

JAR 66.60 Equivalent safety cases

(See AMC 66.60)

The JAA full member Authority may exempt any person, required to be qualified in accordance with JAR–66, from any requirement in JAR–66 when satisfied that a situation exists not covered by JAR–66 and subject to compliance with any supplementary condition(s) the JAA full member Authority considers necessary to ensure equivalent safety. Such exemption and supplementary condition(s) must be agreed by the JAA full member Authorities to ensure continued recognition of the person.

JAR 66.65 Revocation, suspension or limitation of the JAR–66 aircraft maintenance licence

(See IEM 66.65)

(a) The JAA full member Authority may, on reasonable grounds after due enquiry, revoke, suspend or limit the JAR–66 aircraft maintenance licence or direct the JAR–145 approved maintenance organisation to revoke, suspend or limit the JAR–145 certification authorisation if the JAA full member Authority is not satisfied that the holder of the licence and authorisation is a fit and proper person to hold such licence and authorisation subject to the conditions of paragraph (a)(1) or (a)(2) as appropriate.

(1) Before revoking or limiting the JAR–66 aircraft maintenance licence or directing the JAR–145 approved maintenance organisation the JAA full member

Authority must first give at least 28 days notice to the affected party or parties in writing of its intention so to do and of the reasons for its proposal and must offer the affected party or parties an opportunity to make representations and the JAA full member Authority will consider those representations.

(2) In the case where the JAA full member Authority has determined that the safe operation of the aircraft is adversely affected the JAA full member Authority may in addition to sub-paragraph (a)(1) provisionally suspend the JAR–66 aircraft maintenance licence without prior notice until the sub-paragraph (a)(1) procedure is complete.

(b) For the JAA full member Authority to consider a person to be not a fit and proper person means that there is clear evidence that the person has knowingly carried out or been involved in one or more of the following activities;

(1) Obtained the JAR–66 aircraft maintenance licence and/or the JAR–145 certification authorisation by falsification of submitted evidence.

(2) Failed to carry out requested maintenance combined with failure to report such fact to the organisation that requested the maintenance.

(3) Failed to carry out required maintenance resulting from own inspection combined with failure to report such fact to the organisation for whom the maintenance was intended to be carried out.

(4) Negligent maintenance.

(5) Falsification of the maintenance record.

(6) The issue of a certificate of release to service knowing that the maintenance specified on the certificate of release to service has not been carried out or without verifying that such maintenance has been carried out.

(7) Carrying out maintenance or issuing a certificate of release to service when adversely affected by alcohol or drugs.