

Postupak konverzije nacionalnih dozvola u Part-66 dozvole za održavanje zrakoplova sa rokovima izvršenja

Sigurnosna direktiva ASO-2010-017

Broj revizije: 1 / 11.01.2011.

Pokretač: Agencija za civilno zrakoplovstvo

Područje primjene:

Ova Sigurnosna direktiva se primjenjuje na sve imatelje važećih nacionalnih dozvola. Nacionalne dozvole koje podliježu konverziji u Part-66 dozvolu za održavanje zrakoplova su:

1. ICAO Tip II dozvola zrakoplovnog mehaničara
2. 9A-JAR-66 dozvola za održavanje zrakoplova
3. 9A-Part-66 dozvola za održavanje zrakoplova

Referentni propisi:

- Zakon o zračnom prometu, članak 5., stavak 8. i članak 81. („Narodne novine“, broj 69/09)
- Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove („Narodne novine“, broj 115/09, 152/09, 72/10, 139/10)
- Uredba Komisije (EU) br. 962/2010

Referentne smjernice:

Izveštaj o konverziji (Rev. No. 2 / 15.06.2010.)

Napomena: Izveštaj o konverziji prihvaćen je od strane Europske Agencije za sigurnost zračnog prometa (EASA), sastavni je dio ove Sigurnosne direktive i nalazi se u Dodatku 1.

Svrha:

Osiguranje pravovremenog provođenja postupka konverzije nacionalnih dozvola u Part-66 dozvole za održavanje zrakoplova, te utvrđivanje rokova za konverziju nacionalnih dozvola zrakoplovnog mehaničara.

The process of conversion of national licences in Part-66 aircraft maintenance licence with the deadlines of implementation

Air Safety Order ASO-2010-017

Revision No.: 1 / 11/01/2011

Initiated by: Croatian Civil Aviation Agency

Scope of application:

This Air Safety Order applies to all holders of valid national licences. National licences liable to conversion to Part-66 Aircraft Maintenance Licence (AML) are:

1. ICAO Type II AML
2. 9A-JAR-66 AML
3. 9A-Part-66 AML

Regulation References:

- Air Traffic Act, article 5., item 8. and article 81. (Official Gazette 69/09),
- Ordinance on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (Official Gazette 115/09, 152/09 and 72/10, 139/10)
- Commission Regulation (EU) No 962/2010

Guidance Material Reference:

Conversion Report (Rev. No. 2 / 15.06.2010.)

Note: Conversion Report is approved by the European Aviation Safety Agency (EASA) and is an integral part of this Air Safety Order, Annex 1.

Purpose:

Ensuring the timely implementation of the conversion process of national licences in Part-66 AML, and establishing deadlines for national aircraft maintenance licence conversion.

Uvod:

U svrhu standardizacije postupaka i procedura radi međusobnog priznavanja dozvola, Agencija za civilno zrakoplovstvo je započela proces konverzije nacionalnih dozvola u *Part-66 dozvolu za održavanje zrakoplova* dana 01. srpnja 2010. godine, sukladno Pravilniku o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove (u daljnjem tekstu Pravilnik) (NN, broj 115/09, 152/09, 72/10, 139/10), Zakonu o zračnom prometu (NN, broj 69/09), te Izvještaju o konverziji.

Izvještaj o konverziji izrađen je na temelju odredbi 66.A.70., 66.B.300. i 66.B.305. Pravilnika i detaljno prikazuje scenarije, uvjete, načine i rokove za konverziju nacionalnih dozvola u *Part-66 dozvolu za održavanje zrakoplova*.

Rokovi izvršenja:

Imatelji nacionalnih dozvola mogu nastaviti koristiti sva stečena prava iz nacionalne dozvole do 31.12.2010. godine.

Nakon tog datuma, ukoliko ne završe postupak konverzije svoje nacionalne dozvole u *Part-66 dozvolu za održavanje zrakoplova*, neće smjeti koristiti povlasticu izdavanja Potvrde o vraćanju u upotrebu (Certificate of Release to Service – CRS) u ovlaštenim organizacijama za održavanje zrakoplova.

Imatelji nacionalnih dozvola mogu nastaviti koristiti stečena prava i iza 31.12.2010.g. za zrakoplove koji nisu uključeni u komercijalni zračni promet, osim velikih zrakoplova, do 28. rujna 2011. godine, sukladno Uredbi Komisije (EU) br. 962/2010, odnosno izmjeni i dopuni Pravilnika (NN, broj 139/10).

Introduction:

In order to standardize processes and procedures for mutual recognition of licences, the Croatian Civil Aviation Agency began the process of national licences conversion to Part-66 AML on July 1, 2010, in accordance with the Ordinance on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (further on Ordinance) (OG 115/09, 152/09, 72/10 & 139/10), Air Traffic Act (OG 69/09), and Conversion Report.

The Conversion Report was made pursuant to the articles 66.A.70., 66.B.300. and 66.B.305. of Ordinance and details the scenarios, conditions, policies and deadlines for national licences conversion to Part-66 AML.

Deadlines:

National licence holders may continue to use all the privileges from a national licence until 31/12/2010.

After that date, if holders do not complete the process of their national licence conversion to Part-66 AML, they will not be allowed to use the privilege of issuing Certificate of Release to Service - CRS in the approved aircraft maintenance organizations.

After 31/12/2010, national licence holders may continue to use all the privileges until 28/09/2011, for aircraft not involved in commercial air transport, other than large aircraft, in accordance with Commission Regulation (EU) No 962/2010, with reference of amendment to Ordinance (OG 139/10).



31.12.2010. godine, imateljima nacionalnih 9A-JAR-66 i 9A-Part-66 dozvola za održavanje zrakoplova, a koji su na osnovu B2 kategorije i certifikata o konverziji iz B2 u A kat. izdanog od Part-147 organizacije Croatia Airlines stekli A kategoriju, biti će ukinuta A kategorija, ukoliko do tada ne polože zahtijevane module i dokažu potrebno praktično iskustvo.

Imatelji nacionalnih 9A-JAR-66 i 9A-Part-66 dozvola za održavanje zrakoplova koji su svoje dozvole stekli na temelju smanjenog praktičnog iskustva od 2 godine, prilikom konverzije nacionalnih dozvola u *Part-66 dozvolu za održavanje zrakoplova*, moraju dokazati minimalno 3 godine praktičnog iskustva, kako bi im zahtjev za konverziju dozvole bio prihvaćen, sukladno Pravilniku.

Imatelji nacionalnih dozvola koji u ICAO Tip II dozvoli imaju upisano ovlaštenje Zrakoplovno-tehnički kontrolor (ZTK) ili oni koji u 9A-JAR-66 ili 9A-Part-66 dozvoli za održavanje zrakoplova imaju upisanu C kategoriju prilikom konverzije u *Part-66 dozvolu za održavanje zrakoplova* moraju dokazati da su najmanje 3 godine koristili povlastice ZTK ovlaštenja ili dokazati praktično iskustvo za C kategoriju sukladno odredbama 66.A.30.(a) 3. ili 4. Pravilnika. Ukoliko ne mogu dokazati korištenje povlastice ZTK ovlaštenja, neće im se odobriti upis C kategorije u *Part-66 dozvolu*.

Dodatak 1.: Izvještaj o konverziji

On 31/12/2010, Category A shall be revoked from the licences of all holders of National 9A-JAR-66 and 9A-Part-66 AML, who acquired Category A based on the B2 Category, and "B2 to A Category Conversion Course" issued by the Part-147 organization Croatia Airlines, unless holders achieve a pass in the required modules and prove the necessary practical experience.*

The holders, who have obtained national 9A-JAR-66 and 9A-Part-66 AML on the basis of reduced practical experience of 2 years, shall submit evidence of having minimum 3 years practical experience in order for their Conversion Application to be accepted, according to Ordinance.

The holders of national ICAO Type II licences with Technical Inspector Endorsement (ZTK) either 9A-JAR-66 or 9A-Part-66 AML holders with Category C, during the conversion of their licences to Part-66 AML, may obtain Category C if able to prove that they have used the privileges of ZTK endorsement for the period of at least 3 years or to prove practical experience of Category C in accordance with 66.A.30. (a) 3. or 4.. If unable to prove use of ZTK endorsement, the Category C shall not be issued in new converted Part-66 AML.

Annex 1.: Conversion Report

U Zagrebu, 11.01.2011.

Za Agenciju za civilno zrakoplovstvo:
For Croatian Civil Aviation Agency:

Omer Pita, dipl.ing.
Direktor



Croatian Civil Aviation Agency

Dodatak 1.
Appendix 1.

**Conversion of Croatian National Aircraft Maintenance
Licences to Restricted or Full Part-66 Aircraft
Maintenance Licences**

Rev. No. 2 / 15.06.2010.

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Conversion of Croatian Aircraft Maintenance Licences to Restricted or Full Part-66 Aircraft Maintenance Licences

Revision No.2, dated 15.06.2010.

Initiated by: Croatian Civil Aviation Agency

PART I

General information

1.1 Effectivity:

This conversion report is applicable on all valid Croatian national Aircraft Maintenance Licences.

1.2 Regulation Reference:

The conversion of national Aircraft Maintenance Licences is specified in COMMISSION REGULATION (EC) 2042/2003 Part-66.A.70 and performed in accordance with this Conversion Report prepared by the Croatian Civil Aviation Agency pursuant to paragraph 66.B.305. The EC regulation is legally adopted and transposed into the Croatian legal system through ordinance „Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove“ („Official Gazette“, No.115/09 & 152/09).

For the purpose of preparing this document the following regulation articles / paragraphs has been used:

Part-66.A.70 Conversion provisions

(a) *The holder of a certifying staff qualification valid in a Member State, prior to the date of entry into force of this Part shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300.*

(b) *A person undergoing a qualification process valid in a Member State, prior to the date of entry into force of this Part may continue to be qualified. The holder of a qualification gained following such qualification process shall be issued an aircraft maintenance licence without further examination subject to the conditions specified in 66.B.300*

(c) *Where necessary, the aircraft maintenance licence shall contain technical limitations in relation to the scope of the pre-existing qualification.*

AMC 66.A.70 Conversion provisions

Technical limitations will be deleted, as appropriate, when the person satisfactorily sits the relevant conversion examination and gains relevant experience.

GM 66.A.70 Conversion provisions

For example a technical limitation could be where a person holds a pre Part-66 national licence or authorisation limited to the release of the airframe and engine but not the electrical power system. This person would be issued with an Part-66 aircraft maintenance licence in the B1 category with a limitation excluding electrical power systems.

Part-66.B.305 Conversion report for national qualifications

The report shall describe the scope of each type of qualification and show to which aircraft maintenance licence it will be converted, which limitation will be added and the Part-66 module/subjects on which examination is needed to ensure conversion to the aircraft maintenance licence without limitation, or to include an additional (sub-) category. The report shall include a copy of the existing regulation defining the licence categories and scopes.

AMC 66.B.305 Conversion report for national qualifications

The scope of the national qualifications and the Part-66 licence should be compared on the basis of a detailed analysis of the national and Part-66 basic qualification standards. The report should identify where a difference between the two standards exists. The report should show where such a difference would lead to a limitation on the Part-66 licence.

1.3 Conversion keystone:

Each holder of any Croatian national Aircraft Maintenance Licence (AML) has attained certain certification privileges that he can continue to exercise after conversion to a Part-66 licence, if these privileges are aligned with those described in Part-66, 66.A.20 - Privileges. After the conversion of the national licence to Part-66 AML the privileges exercised by the holder of that licence are subject to the eventual limitations included in the licence. Since the conversion into full (unrestricted) Part-66 licence cannot be requested as mandatory by the Agency according to Part-66.A.70, following the conversion of the national AML to Part-66 AML the licence holder shall continue to exercise his certification privileges with limitations entered into his Part-66 AML. CCAA shall not request applicants to perform examinations before they are issued with a converted licence. However, certifying staff with limitations entered into their Part-66 licence, willing to extend the scope to include an additional category/subcategory, has to lift (remove) the limitations by passing examinations in relevant Part-66 basic modules/subjects (further detailed in this Report).

1.4 Aim and objective:

The aim of this Conversion report for Croatian national qualifications is to:

- describe each type of national qualification and type of licence issued,
- clarify to which Part-66 AML category / subcategory shall any national AML be converted,
- define which limitations shall be added to converted AML, and
- explain how this limitation shall be removed from the AML.

The objective of the AML conversion process is to convert all national AML to Part-66 with limitations or full Part-66 AML without limitations upon applicant's request and passed examinations in relevant modules/subjects.

1.5 Subject of the Conversion Report:

The subject of this Conversion Report are all valid national AML issued in accordance with the following Croatian national Ordinances:

1. *Pravilnik o stručnoj spremi, stručnoj obuci, ispitima, dozvolama i ovlaštenjima zrakoplovno-tehničkog osoblja i zrakoplovno-tehničkog osoblja tehničke pripreme („Official Gazette“ No. 53/91 & 92/04)*
2. *Pravilnik o uvjetima i načinu stjecanja, izdavanja, obnavljanja i produžavanja dozvole i ovlaštenja te programima za stručno osposobljavanje, provjeru i utvrđivanje stručne sposobnosti zrakoplovno-tehničkog osoblja (9A-JAR-66) („Official Gazette“ No. 05/02)*
3. *Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove („Official Gazette“ No. 136/06 & 32/08 & 132/08).*
4. *Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove („Official Gazette“ No. 115/09, 152/09 & 72/10).*

In the Republic of Croatia there are 3 different types of national Aircraft Maintenance Licences:

1. AMS / IRE (Type II) AML
2. 9A-JAR-66 AML
3. 9A-Part-66 AML

1.6 Implementation:

All holders of national AML may continue to exercise their privileges in approved Part-145 aircraft maintenance organisations, until they convert their national licences to Part-66 AML, but latest until 31st December, 2010.

PART II

Conversion scenarios

2.1 Requirements for AML conversion:

The candidate for conversion of Croatian national AML to Part-66 AML has to submit his application on duly completed Form 19 and enclose the following documents:

- Valid national AML
- Proof of licence fee payment
- Medical certificate (if applicable)
- Certificates of passed modules (if applicable)

The conversion of national AML to Part-66 AML shall be performed in accordance with the description and tables below:

2.2 CASE 1: Conversion of national AMS & IRE (Type II) AML to Part-66 AML

Pursuant to article 17. of the Ordinance "Pravilnik o stručnoj spremi, stručnoj obuci, ispitima, dozvolama i ovlaštenjima zrakoplovno-tehničkog osoblja i zrakoplovno-tehničkog osoblja tehničke pripreme" („Official Gazette“ No. 53/91 & 92/04) the defined general privileges of the holder of AMS / IRE (Type II) national AML are as follows:

Line maintenance checks (pre-flight, transit, daily), hangar maintenance checks, replacement of aircraft components and aircraft equipment, functional checks, operational tests, repairs and modifications on aircraft or equipment, preventive maintenance, and with his signature certifies that all maintenance tasks are duly accomplished in accordance with relevant regulation.

Requirements for the issue of national AMS / IRE (Type II) AML are defined in articles 10. and 11. of the above Ordinance and are as follows:

- Completed secondary Aviation Technical School,
- 2 years working experience on aircraft maintenance tasks,
- Passed examinations for licence issue.

Table 1. Conversion of national AMS & IRE (Type II) AML to Part-66 AML

National Licence	Part-66 Licence	Limitations to be added	Required modules / subjects for full Part-66 AML
National AMS (Type II) Aircraft Turbine Engines	Part-66 AML B1.1.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures 3.Excluding Propeller Maintenance	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 11.2.(a);11.3.1.;11.8.;11.9.; 11.12.;11.14. 17.7.
National AMS (Type II) Aircraft Piston Engines	Part-66 AML B1.2.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures 3.Excluding Propeller Maintenance 4.Excluding Diesel Engine	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 11.2.(a);11.3.1.;11.8.;11.9.; 11.12.;11.14. 16.1.;16.4.3.;16.5. 17.7.
National AMS (Type II) Helicopter Turbine Engines	Part-66 AML B1.3.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14
National AMS (Type II) Helicopter Piston Engines	Part-66 AML B1.4.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 16.4.3.
National IRE (Type II)	Part-66 AML B2.	1.Excluding Digital Electronic Instrument Systems	M5, M9, M10 full modules

AMS – Avion, motor i sustavi (Aircraft, Powerplant & Systems)

IRE – Instrumenti, radiouređaji i elektrooprema (Instruments, Radio & Electrical Equipment)

ZTK – Zrakoplovno tehnički kontrolor (Technical Inspector)

Remarks: Holders of valid AMS or IRE (Type II) AML with ZTK (Technical Inspector) endorsement can obtain category C endorsement if they can prove that they have used the privileges of ZTK endorsement for the period of at least 3 years.

Aircraft type and group ratings shall be transposed from national AML to Part-66 AML by using the last published list of EASA (List of Part-66 type ratings according to ED DECISION 2009/16/R).

2.3 CASE 2: Conversion of national 9A-JAR-66 AML to Part-66 AML

Pursuant to Article 12. of the Ordinance „Pravilnik o uvjetima i načinu stjecanja, izdavanja, obnavljanja i produžavanja dozvole i ovlaštenja te programima za stručno osposobljavanje, provjeru i utvrđivanje stručne sposobnosti zrakoplovno-tehničkog osoblja (9A-JAR-66) („Official Gazette“ No. 05/02), conversion of the national AMS / IRE (Type II) AML to national 9A-JAR-66 AML for aircrafts with MTOM > 5.700 kg has already been accomplished.

Prior to issue of 9A-JAR-66 AML candidates for that conversion were obliged to pass determined differences in basic knowledge requirements. Training and examinations on modules M5 – Digital Techniques, M9 – Human Factors and M10 – Aviation Legislation were performed fully in accordance with JAR-66 requirements.

Conversion of the national 9A-JAR-66 AML to Part-66 AML shall be carried out according to the table 2. below.

Table 2. Conversion of national 9A-JAR-66 AML to Part-66 AML

National Licence	Part-66 Licence	Limitations to be added	Required modules / subjects for full Part-66 AML
National 9A-JAR-66 B1.1.	Part-66 AML B1.1.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures 3.Excluding Propeller Maintenance	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 11.2.(a);11.3.1.;11.8.;11.9.;11.12.; 11.14. 17.7.
National 9A-JAR-66 B1.2.	Part-66 AML B1.2.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures 3.Excluding Propeller Maintenance 4.Excluding Diesel Engine	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 11.2.(a);11.3.1.;11.8.;11.9.;11.12.; 11.14. 16.1.;16.4.3.;16.5.; 17.7.
National 9A-JAR-66 B1.3.	Part-66 AML B1.3.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14
National 9A-JAR-66 B1.4.	Part-66 AML B1.4.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 16.4.3.

National Licence	Part-66 Licence	Limitations to be added	Required modules / subjects for full Part-66 AML
National 9A-JAR-66 B2.	Part-66 AML B2.	1.Excluding Digital Electronic Instrument Systems	M5, M9, M10 full modules

The holder of the valid national 9A-JAR-66 AML, who in addition to the endorsements listed in table 2. holds category C endorsement prior to licence conversion, shall be granted category C in Part-66 AML, if he meets the requirements defined in 66.A.30 – Experience Requirements, (a) 3. or 4.

Aircraft type and group ratings shall be transposed from national AML to Part-66 AML by using the last published list of EASA (List of Part-66 type ratings according to ED DECISION 2009/16/R).

2.4 CASE 3: Conversion of national 9A-Part-66 AML to Part-66 AML

Pursuant to provisions of Article 66.A.70. of the Ordinance „Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove“ („Official Gazette“ No. 136/06 & 32/08 & 132/08)., conversion of the national 9A-JAR-66 AML to national 9A-Part-66 has already be performed.

Candidates for this conversion have passed through conversion process for obtaining national 9A-JAR-66 AML, which means that they have already passed the determined differences in required basic knowledge requirements (Modules M5, M9 & M10). They have obtained national 9A-Part-66 AML automatically without further requirements, which means that for these candidates differences in knowledge requirements between JAR-66 and Part-66 have not been taken into account.

Table 3. Differences in knowledge requirements between JAR-66 and Part-66

JAR66 See Appendix 1 to JAR 66	Part-66 See Appendix I to Part-66	Differences in Modules See bellow
Replaces Appendix 1 to JAR 66 Main changes consist in the introduction of a new Module 11b for Piston engine Aeroplanes		
Modules 1 – 4 – unchanged.		
Module 5 – simplified with particular regard to subcategories B1.1. ; B1.3. i B1.2. ; B1.4.		
Module 6 – in submodule 6.3. added 6.3.1. Composite and non-metallic other than wood and fabric , in (b) added <i>damage assessment and repair of non-metallic material</i>), – in submodule 6.3.2. Wooden structures		

JAR66 See Appendix 1 to JAR 66	Part-66 See Appendix I to Part-66	Differences in Modules See below
– in submodule 6.3.3. <i>Fabric covering.</i>		
Module 7 – submodule 7.1. requires knowledge of – <i>extinguishing agents</i> , – submodule 7.14. changed the name to <i>Material handling</i> , and <i>Sheet metal</i> changed to submodule 7.14.1. , – new submodule 7.14.2. <i>Composite and non-metallic.</i>		
Module 8 and 9 – unchanged		
Module 10 – JAR changed to <i>Part</i> , JAA to <i>EASA</i> etc, – submodule 10.4.(b) deleted but covered with 10.6. <i>Part M.</i>		
Module 11 splitted to:		
Module 11a – based on former module 11: – based acceptable only for A1. i B1.1. subcategories and changed the name to <i>Turbine aircraft aerodynamics, structure and systems</i> , – in submodule 11.2.(a) added <i>aircraft bonding</i> , – in submodule 11.3.1. in <i>Doors</i> added <i>emergency exist</i> , – in submodule 11.8. added <i>portable fire extinguisher</i> , – in submodule 11.9. added <i>stall protection/warning system</i> , – in submodule 11.12. in <i>de-icing</i> added <i>hot air</i> and added <i>wiper system</i> . <i>Rain removal</i> deleted, – in submodule 11.14. added <i>anticollision lights</i> .		
Module 11b – based on former module 11, but simplified to cover piston engine aircraft technology, – acceptable only for A2. i B1.2. subcategories and change name to <i>Piston aircraft aerodynamics, structure and systems</i> .		
Modules 12 – 15 – unchanged.		
Module 16 – in submodule 16.1. deleted <i>Operating cycles</i> , and added <i>Operating principles – 2 stroke, 4-stroke, Otto and Diesel</i> , – new submodule 16.4.3. <i>Electronic Engine Control (FADEC)</i> , – in submodule 16.5. added <i>Pre-heat system for Diesel engines</i> , – in submodule 16.6. in <i>Cooling Systems</i> added <i>air and liquid</i> , – in submodule 16.7. added <i>Coolant temperature</i> .		
Module 17 – in submodule 17.2. added <i>wooden propeller</i> , – in submodule 17.3. detailed <i>Speed control and pitch change methods</i> and added <i>mechanical and electrical/electronic</i> , – new submodule 17.7. <i>proppeller storage and preservation</i> .		

Table 4. Conversion of national 9A-Part-66 AML to Part-66 AML

National Licence	Part-66 Licence	Limitations to be added	Required modules / subjects for full Part-66 AML
National 9A-Part-66 B1.1.	Part-66 AML B1.1.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures 3.Excluding Propeller Maintenance	M5, M9, M10 full module 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 11.2.(a);11.3.1.;11.8.;11.9.; 11.12.;11.14. 17.7.
National 9A-Part-66 B1.2.	Part-66 AML B1.2.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures 3.Excluding Propeller Maintenance 4.Excluding Diesel Engine	M5, M9, M10 full module 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 11.2.(a);11.3.1.;11.8.;11.9.; 11.12.;11.14. 16.1.;16.4.3.;16.5.; 17.7.
National 9A-Part-66 B1.3.	Part-66 AML B1.3.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14
National 9A-Part-66 B1.4.	Part-66 AML B1.4.	1.Excluding Digital Electronic Instrument Systems 2.Excluding composites structures	M5, M9, M10 full modules 6.3.1.;6.3.2.;6.3.3. 7.1.;7.14 16.4.3.
National 9A-Part-66 B2	Part-66 AML B2.	1.Excluding Digital Electronic Instrument Systems	M5, M9, M10 full modules

The holder of the valid national 9A-Part-66 AML, who in addition to the endorsements listed in table 4. holds category C endorsement prior to licence conversion, shall be granted category C in Part-66 AML, if he meets the requirements defined in 66.A.30 – Experience Requirements, (a) 3. or 4.

Aircraft type and group ratings shall be transposed from national AML to Part-66 AML by using the last published list of EASA (List of Part-66 type ratings according to ED DECISION 2009/16/R).

PART III

Special cases of conversion provisions

3.1 Conversion provisions for the candidates who have attained category A on the basis of B2 category

This special conversion case is applied for those candidates who have attained category A on the basis of category B2 and completed conversion course „B2* to A“ conducted by approved Maintenance Training Organisation HR.147.001.

In accordance with the provisions of Corrective Action Plan agreed between CCAA and EASA, revocation of “A” category added to “B2” 9A-JAR/Part-66 licences following “B2* to A Category Conversion Course”, passed in organisation HR.147.001 (Croatia Airlines MTO), shall be performed by CCAA. Following the application for licence conversion category A shall be excepted from the new converted licence. The due date of the revocation of the remaining licences must be in accordance with chapter 1.6 of this report. The applicant who would like to attain the A category in B2 licence shall be re-examined by CCAA. The examination shall cover all differences and include all necessary modules / subjects in order to include the new category A into B2 licences. The applicant must meet the requirements defined in the table below.

Table 5. Conditions for the amendment of an aircraft maintenance licence B2 to include an additional basic category / subcategory A

Basic category held	Addition of basic category	Required modules for category addition	Required practical experience
B2	A1	7, 11a, 15, 17	6 month
	A2	7, 11b, 16, 17	6 month
	A3	7, 12, 15	6 month
	A4	7, 12, 16	6 month

Note: M5, M9, M10 full modules are also required if not passed previously. All licence limitations must be removed before the addition of the new category / subcategory .

3.2 Conversion requirements for candidates who have obtained national 9A-JAR-66 or 9A-Part-66 AML on the basis of reduced 2 years practical experience

CCAA has identified all holders of national AML who have obtained their licences on the basis of completed secondary Aviation Technical School and reduced practical experience of 2 years.

Candidates, who have obtained national 9A-JAR/Part-66 AML on the basis of reduced practical experience of 2 years, shall during the conversion of their licences to Part-66 AML proof practical experience of min. 3 years, according to Part-66.A.30 (a) 2. (ii).

3.3 Void conversion modules certificates

In accordance with the provisions of Corrective Action Plan agreed between CCAA and EASA, all conversion modules certificates (M5, M9, M10, B2* to A cat.) issued by organisation HR.147.001 in the timeframe November 2007 to December 2008 are declared void for the purpose of licence conversion.

PART IV

Examination Credit Report

(to be developed as a separated document)

66.A.25 Basic knowledge requirements - § b

Full or partial credit against the basic knowledge requirements and associated examination shall be given for any other technical qualification considered by the competent authority to be equivalent to the knowledge standard of this Part. Such credits shall be established in accordance with Section B, Subpart E of this Part.

66.B.405 Examination credit report

(a) For each technical qualification concerned the report shall identify the subject matter and knowledge levels contained in Appendix I to this Part relevant to the particular category being compared.

(b) The report shall include a statement of compliance against each subject stating where, in the technical qualification, the equivalent standard can be found. If there is no equivalent standard for the particular subject, the report shall state such facts.

(c) Based upon paragraph (b) comparison, the report shall indicate for each technical qualification concerned the Appendix I subject matters subject to examination credits.

(d) Where the national qualification standard is changed, the report shall be amended as necessary..

Part-66 licence will be issued with limitations as described in this Conversion Report. If he wish so, the licence holder may apply for removing the limitations any time and by applying the examination credits the limitations will be removed if all applicable modules are covered.

In this report, examination credits are applied for those candidates who have completed Aviation Technical School and for those who have, in addition, passed the determined differences in required basic knowledge requirements (Modules M5, M9 & M10) in approved Maintenance Training Organisation HR.147.001.

The document "Comparison of the basic theoretical training syllabus of Aviation Technical School with the basic knowledge requirements of B1 & B2 Part-66" and detailed course syllabi of M5, M9 and M10 modules held by MTO HR.147.001 are published as supplement to this Report.

For all other possible technical qualification, examination credit report shall be produced as necessary on case by case basis in accordance with 66.B.405.

List of Appendices:

1. Ordinance: *Pravilnik o stručnoj spremi, stručnoj obuci, ispitima, dozvolama i ovlaštenjima zrakoplovno-tehničkog osoblja i zrakoplovno-tehničkog osoblja tehničke pripreme („Official Gazette“ No. 53/91 & 92/04)*
2. Ordinance: *Pravilnik o uvjetima i načinu stjecanja, izdavanja, obnavljanja i produžavanja dozvole i ovlaštenja te programima za stručno osposobljavanje, provjeru i utvrđivanje stručne sposobnosti zrakoplovno-tehničkog osoblja (9A-JAR-66) („Official Gazette“ No. 05/02)*
3. Ordinance: *Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove („Official Gazette“ No. 136/06 & 32/08 & 132/08).*
4. Ordinance: *Pravilnik o kontinuiranoj plovidbenosti zrakoplova i aeronautičkih proizvoda, dijelova i uređaja, te o ovlaštenju organizacija i osoblja uključenih u te poslove („Official Gazette“ No. 115/09 & 152/09).*
5. Comparison of the Basic Theoretical Training Syllabus of Aviation Technical School with the Basic Knowledge Requirements of B1 & B2 Part-66
6. Training Course Syllabi for modules M5 – Digital Techniques, M9 –Human Factors and M10 – Aviation Legislation