



## CONVERSION FROM SAR-7 LICENCE TO SAR-66 LICENCE

General .....	1
Purpose.....	1
Applicability .....	1
Cancellation .....	1
Effective date.....	1
References.....	1
Introduction .....	1
How and When to Apply for Conversion.....	1
SAR-66 Licence Elements .....	2
Conversion Process .....	2
Removal of Limitations .....	3
Foreign Part-66 AML Holder with Converted SAR-7 AMEL .....	4
Cut-Off date for Issuance of Licence with Limitations.....	4
Appendix 1 : SAR-7 to SAR-66 Basic Licence Conversion .....	5

- 1. GENERAL.** Advisory Circulars (ACs) are issued by the Civil Aviation Authority of Singapore (CAAS) and contain information about standards, practices and recommendations acceptable to the Authority. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.
- 2. PURPOSE.** This Advisory Circular is issued to provide information to existing SAR-7 licence holders on the criteria for the acceptance of application for conversion to a SAR-66 licence, the limitations that could be applied to the converted SAR-66 licence, and the qualifying requirements for the removal of such limitations.
- 3. APPLICABILITY.** This Advisory Circular applies to persons seeking conversion of their SAR-7 licence to SAR-66 licence
- 4. CANCELLATION.** This issue supersedes Advisory Circular AC 66-7(0) issued on 1 February 2007.
- 5. EFFECTIVE DATE.** This Advisory Circular is effective on 15 December 2008.
- 6. REFERENCES.** SAR 66.70 and AC 66-4.
- 7. INTRODUCTION.**

All SAR-7 Aircraft Maintenance Engineer Licences (AMELs) must be converted to SAR-66 Aircraft Maintenance Licences (AMLs) by 1 January 2010. Beyond this date, only persons holding a valid SAR-66 AML may be authorised to issue a certificate of release to service following maintenance of aircraft structure, systems or the aircraft in its entirety.

### 8. WHEN AND HOW TO APPLY FOR CONVERSION

- 8.1.** Existing licence holder may apply for conversion of his or her licence to a SAR-66 licence only if any one or more of the following criteria is/are met:
  - (a) The SAR-7 licence is due for renewal within the next 3 months;
  - (b) The applicant qualifies for a licence extension (i.e. inclusion of a (sub)category, rating, or removal of limitation); or

(c) There is a need to update a personal particular that is reflected in the existing SAR-7 licence booklet.

- 8.2.** To apply for a licence conversion, you should use the SAR-66 Licence Application Form, CAAS(AW)01A, R3 (Revision 3) or higher. This form is designed to integrate most application needs of the SAR-66 licence, including the renewal of SAR-7 licence. Guidance to use of this form can be found in a separate document called the *Guidance to Complete SAR-66 Licence Application Form*. All applicants must read and fully understand the relevant notes in this guidance document before filling up the form.
- 8.3.** Applicants working under a SAR-145 approved maintenance organisation are advised to route their application for licence conversion through the quality department of the organisation. The quality department, besides being able to provide the necessary assistance for filling up the form and advise on the amount of fees payable, may be required to countersign a section of the form in cases involving claims of protected rights. In addition, the quality department is also expected to furnish supporting letters necessary for the processing of certain applications.
- 8.4.** Applicants routing their application through their quality department must also submit a crossed-cheque or money order made payable to 'CAAS' together with their application. The quality department will then route all applications to the CAAS in batches after vetting and countersigning where necessary.
- 8.5.** Applicants not working for a SAR-145 approved maintenance organisation, or licensed technicians (also known as 'non-established engineers' in some organisations) may apply for their licence conversion directly to the CAAS. No protected rights will be accorded to such applicants. However it would be helpful if licensed technicians could also route their application through their quality department if they are under the employ of a SAR-145 approved maintenance organisation.

## **9. SAR-66 LICENCE ELEMENTS**

A SAR-66 licence essentially consists of 2 elements – a basic licence and the type rating.

## **10. CONVERSION PROCESS**

### **10.1. BASIC LICENCE AND LIMITATIONS**

**10.1.1.** On conversion from a SAR-7 licence, the basic licence categories held will be transferred to the SAR-66 licence. The converted licence may carry limitations to reflect existing privileges on the SAR-7 licence.

**10.1.2.** The equivalent SAR-66 basic licence and applicable limitations may be derived from the following relationships:

SAR-66 Cat.B1 = SAR-7 Categories (Airframe + Engine) + Electrical power generation and distribution systems + Electrical systems + Limited Avionics LRUs<sup>1</sup>.

SAR-66 Cat. B2 = SAR-7 Categories (Electrical + Instruments + Radio).

From these relationships, therefore, an existing SAR-7 Airframe and Engine (A & C) licence will be converted to a SAR-66 Category B1 basic licence with limitations against 'Electrical power generation and distribution systems', 'Electrical systems' and 'Limited Avionics LRUs'. Similarly, an existing SAR-7 Electrical and Instruments (E & I) licence will be converted to a SAR-66 Category B2 basic licence with limitations against 'Radio'.

**10.1.3.** Applicable limitations will be reflected in the SAR-66 licence booklet as index numbers, the descriptions of which are available in Advisory Circular AC 66-4. In addition, the description of applicable limitations will also be printed on the last section of the SAR-66 licence booklet.

**10.1.4.** Details of specific conversion scenarios and the necessary limitation removal criteria

---

<sup>1</sup> LRUs means line replaceable units.

can be found in Appendix 1. Any scenarios not covered within this appendix will be discussed separately with the quality manager of the SAR-145 approved maintenance organisation of the licence holder(s) concerned.

## 10.2 TYPE RATING AND LIMITATIONS

**10.2.1.** SAR-7 type ratings will be converted SAR-66 type ratings upon conversion. These ratings may essentially carry two types of limitations:

- (a) Limitation(s) that apply to the basic licence; and
- (b) Limitation(s) that reflect a shortfall in SAR-7 ratings essential to form a SAR-66 category B1 or B2 rating. For example, a SAR-7 type rating on B747-400 Airframe only (without Engine) will be converted to a B747-400(PW4000) rating with limitation against Engine under the SAR-66 rating format.

**10.2.2.** To qualify for the complete removal of all the limitations against a SAR-66 B1 type rating, the licence holder must:

- (a) First, pass all the SAR-7 A & C basic subjects, and subsequently, successfully complete the SAR-7 vs. SAR-66 Category B1 basic conversion course (BCC) offered by an approved SAR-147 maintenance training organisation. (Refer AC 66-3 Table 2);
- (b) Successfully complete an appropriate type course on the Mechanical shortfall allied rating<sup>2</sup>, if applicable, and accomplish an acceptable programme of structured practical training designed to complement it;
- (c) Successfully complete the appropriate SAR-7 vs. SAR-66 type differences course and examinations and accomplish an acceptable programme of structured practical training designed to complement it; and
- (d) Accomplish an acceptable structured OJT for a duration of at least 30 months on tasks related to the Mechanical shortfall allied rating, if applicable.  
Note: It would be applicable if this is the first time a rating under this shortfall category is sought.

**10.2.3.** To qualify for the removal of all the limitations against a SAR-66 B2 type rating, the licence holder must:

- (a) First, pass all the SAR-7 E, I and R basic subjects. (Refer AC 66-3 Table 3)
- (b) Successfully complete an appropriate type course on the Avionics shortfall allied rating, if applicable and accomplish an acceptable programme of structured practical training designed to complement it; and
- (c) Accomplish an acceptable structured OJT for a duration of at least 30 months on tasks related to the Avionics shortfall allied rating<sup>3</sup>, if applicable.

Note: It would be applicable if this is the first time a rating under this shortfall category is sought.

## 11. REMOVAL OF LIMITATIONS

The licence holder may seek to remove limitations against the basic licence and/or type ratings during the initial licence conversion process or subsequent to it. All such applications must also be made using Form CAAS(AW)01A together with evidence of the appropriate additional

---

<sup>2</sup> Mechanical shortfall allied rating refers to the A or C rating on a particular aircraft/engine combination that has not been endorsed in the SAR-7 A and C licence.

<sup>3</sup> Avionics shortfall allied rating refers to the E, I or R rating on a particular aircraft/engine combination that has not been endorsed in the SAR-7 E, I or R licence.

qualifications stipulated under the 'Limitation removal criteria' column in the tables of Appendix 1 for the removal of limitations against the basic licence, and those under paragraph 10.2.2 or 10.2.3 for the removal of limitations against a type rating.

## **12. FOREIGN PART-66 AML HOLDER WITH CONVERTED SAR-7 AMEL**

EASA or HKCAD Part-66 AML licence holders with converted SAR-7 AMEL may also submit their applications for conversion to a SAR-66 licence. Form CAAS(AW)01A should be used. All such applications should also be routed through the quality department of the SAR-145 approved maintenance organisation that he or she is working for. Protected rights may be accorded if qualifying conditions are met. It must be qualified that CAAS does not intend to replicate all the privileges on the EASA or HKCAD Part-66 AML, but will re-evaluate each application on its own merit and the employer's needs, and provide the necessary SAR-66 licence and ratings deemed fit.

## **13. FOREIGN AMEL HOLDER WITH CONVERTED SAR-7 AMEL**

Foreign AMEL holders (i.e. those holding a non-Part-66 licence) with converted SAR-7 AMEL will be accorded the same consideration for priority and conversion as the indigenous SAR-7 licence holders.

## **14. CUT-OFF DATE FOR ISSUANCE OF LICENCE WITH LIMITATIONS**

CAAS shall cease to issue SAR-66 AMLs with limitations from 1 January 2012. Beyond this date, only full licences<sup>4</sup> will be issued. CAAS will, however, continue to allow the renewal of licences with limitations.

---

<sup>4</sup> Licences that carry limitations which are not relevant to the holder's work environment may be considered as a 'full licence' for this purpose. Examples of such limitations are: Propellers (index no. 8) which is not relevant to the Category A1 or B1.1 licence holder; Aeroplanes (index no. 9) which is not relevant the Category B2 licence holder working only on helicopters; and Helicopters (index no. 10) which is not relevant to the Category B2 licence holder working only on aeroplanes.

## APPENDIX 1: SAR-7 TO SAR-66 BASIC LICENCE CONVERSION

### Mechanical Category

SAR-7 Cat.		SAR-66 Cat.	Limitation index					Limitation removal criteria	
A	C		1	2	3	4	5	*BCC	**SOE
✓	-	B1	✓	✓	✓	-	✓	✓	C
-	✓	B1	✓	✓	✓	✓	-	✓	A
✓	✓	B1	✓	✓	✓	-	-	✓	-
Excluding electrical power generation and distribution systems									
Excluding electrical systems									
Excluding avionic line replaceable units									
Excluding airframe									
Excluding engine									

### Other common limitation for SAR-66 Category A1 or B1.1

Limitation index	Limitation description	Group of persons affected	Limitation removal criteria	
			Exam	**SOE
8	Propeller	Persons not working on propeller aircraft	SAR-7 C13 or SAR-66 M17	Propeller aircraft

\*BCC – SAR-7 vs. SAR-66 Basic Conversion Course. The contents of the BCC are in accordance with the syllabi listed in Table 2 of AC 66-3. Applicants are to note that they must pass the group of SAR-7 examination subjects (those listed in the left column of Table 2 of AC 66-3) before embarking on a BCC, failing which will render the BCC qualification invalid.

\*\*SOE – Schedule of Experience demonstrating at least 6 months (90 days) of practical maintenance experience on operating aircraft relevant to (sub)category applied for.

## Avionics Category

SAR-7 Cat.			SAR-66 Cat.					Limitation removal criteria	
E	I	R		1	2	6	7	SAR-7 Exams.	*SOE
✓	-	-	B2	-	-	✓	✓	I, R	I,R
-	✓	-	B2	✓	✓	-	✓	E,R	E,R
-	-	✓	B2	✓	✓	✓	-	E,I	E,I
✓	✓	-	B2	-	-	-	✓	R	R
✓	-	✓	B2	-	-	✓	-	I	I
-	✓	✓	B2	✓	✓	-	-	E	E
✓	✓	✓	B2	-	-	-	-	-	-

Excluding electrical power generation and distribution systems

Excluding electrical systems

Excluding instrument, autopilot, flight director, INS/IRS, and flight management systems

Excluding radio communications, audio, radio navigation, global positioning, weather radar and radio altimeter, and DME and ATC transponder systems

SAR-7 Cat.			SAR-66 Cat.	Limitation index			Limitation removal criteria
E	I	R		3	4	5	
✓	-	-	B1	✓	✓	✓	Not applicable
✓	✓	-	B1	✓	✓	✓	
✓	-	✓	B1	✓	✓	✓	
✓	✓	✓	B1	✓	✓	✓	

Excluding avionic line replaceable units

Excluding airframe

Excluding engine

### Other common limitation for SAR-66 Category B2

Limitation index	Limitation description	Group of persons affected	Limitation removal criteria	
			Exams	*SOE
9	Aeroplanes	Persons not working on aeroplanes	SAR-7 Paper I13 or SAR-66 Module 13	Aeroplanes
10	Helicopters	Persons not working on helicopters	SAR-7 Paper I14 or SAR-66 Module 13	Helicopters

\*SOE – Schedule of Experience demonstrating at least 6 months (90 days) of practical maintenance experience on operating aircraft relevant to (sub)category applied for.