

AVIATION AUSTRALIA CASR Part 66 B Category Licence Foreign Licence Conversion Information

The largest CASR and EASA Part 147 approved Maintenance Training Organisation in Australia.



EXCELLENCE IN AVIATION TRAINING

Foreign Licence Conversion Information Sheet

Inevitably, due to differences in licence privileges, regulations, assessment methods/framework and specific guidelines set out by the competent authorities, there are always going to be gaps for anyone wanting to convert a foreign licence to a CASR Part 66 licence.

Aviation Australia is approved by CASA to conduct Recognition of Prior Learning (RPL) from certain foreign licences; these are detailed in the Advisory Circular AC147-02 "Approved Part 147 training organisations" <https://www.casa.gov.au/standard-page/casr-part-147-maintenance-training-organisations> and our CASR Part 147 MTO Certificate of Approval which is accessible via our [website](#)

From a theory perspective, Australia has adopted the Part 66 basic knowledge syllabus and examinations (very similar to EASA) but from a practical perspective, in lieu of engineer hour-based logbooks/schedule of experience, we now have competency-based training and assessment from within the Aeroskills Training Package.

When these units of competency are clustered together they form qualifications; so essentially, CASR Part 66 B1.1, B1.3 and B2 licences are mapped against the Diploma of Aeroskills Mechanical and Avionics respectively.

From a process perspective, Aviation Australia enrol you in to the applicable competencies/qualification and then conduct a RPL assessment from your foreign licence, company approval and any other evidence that you wish to provide such as maintenance authorities, regulatory examination passes etc. Post-assessment, you will be issued with an RPL report that will clearly outline your theory and practical training requirements. For theory, you have the option to self-study our training material then sit the examinations* when you feel ready, alternatively you can participate in instructor-led training. For practical, you can either gain the required practical competency on-the-job or we can practically train and assess you here in Brisbane.

***NOTE: CASR Part 66 Multiple Choice Examinations (MCQ) and essays have to be sat at our approved locations in Brisbane, Cairns, Sydney, Essendon Fields, Parafield or Jandakot.**

Once all the requirements of the RPL report have been satisfied Aviation Australia will certify you using a CASA Form 465 "Training Outcome Notification".

You can then use the Form 465 to apply directly to CASA using a Form 544 "Application for Initial Licence/Additional Category or Subcategory on CASR Part 66 Licence Foreign Civil Qualifications".

Aviation Australia cannot RPL type ratings, so as part of your application to CASA you may wish to apply for type ratings to be endorsed from your foreign licence on to your CASR licence using a Form 545 "Application for Aircraft Type Rating on a CASR Part 66 Licence Foreign Civil Qualifications"

The CASA forms can be downloaded from CASA's website [here](#).

For more information then please refer to the CASR Part 66 Manual of Standards as well as the RPL section of our [website](#)



The below information is to be used as a *broad-brush* guide only, the exact training requirements are always identified through the Recognition of Prior Learning process against the particular licence category/sub-category sought.

All foreign licence conversions will have the following training requirements:

- **CASR Part 66 Module 10 – Aviation Legislation** (MCQ examination and essay)
- **AA-21b Effective Leadership in Maintenance** – online short course with assignments (directly correlates to units of competency MEA 112, 113, 116 and 142 from the Aeroskills Training Package)
- **AA-53 Implement and Monitor Environmentally Sustainable Work Practices** – online short course with assignments (directly correlates to the unit of competency MSAENV472B from the Aeroskills Training Package)

FAA A&P licence

A CASR Part 66 **B1** licence has more electrical and instrument privileges than an FAA A&P licence, coupled with additional Human Factors requirements:

- **CASR Part 66 Module 4 – Electronic fundamentals** (MCQ examination)
- **CASR Part 66 Module 5 – Digital Techniques** (MCQ examination)
- **CASR Part 66 Module 9 – Human Factors** (MCQ examination and essay)
- **CASR Part 66 part-Module 11 – Aeroplane Aerodynamics, Structures and Systems** (MCQ examination) – this is a part module examination that covers off on the electrical and instrument gaps.

and/or (depending on whether a rotary-winged outcome is sought)

- **CASR Part 66 part-Module 12 – Helicopter Aerodynamics, Structures and Systems** (MCQ examination) – again, this is a part module examination that covers off on the electrical and instrument gaps.

Also, from a practical competency training perspective, you will need to gain competency for the electrical and instrumentation gaps either on-the-job or on one of our courses in Brisbane – the competencies will be identified during the RPL process. For more information please refer to the course outlines on our website: <http://www.aviationaustralia.aero/rpl/>

EASA Part 66 B1.1/B1.3 licence (without limitations)

A full EASA Part 66 **B1.1/B1.3** licence has more or less the same privileges and basic knowledge syllabus as a CASR Part 66 **B1.1/B1.3** licence. In addition to the training requirements detailed in “**All licence conversions**”, if your EASA licence was initially issued prior to 2011, you *may have the following training requirements*:

B1.1

- **CASR Part 66 part-Module 11 - Aeroplane Aerodynamics, Structures and Systems** (MCQ examination) – this is a part-module examination that covers off on On-board Maintenance Systems, Integrated Modular Avionics, Cabin Systems and Information Systems.

and/or (depending on whether a rotary-winged outcome is sought)

B1.3

- **CASR Part 66 part-Module 12 – Helicopter Aerodynamics, Structures and Systems** (MCQ examination) – this is a part-module examination that covers off on Integrated Modular Avionics, On-board Maintenance Systems and Information Systems.

EASA Part 66 B2 licence (without limitations)

A full EASA Part 66 **B2** licence has more or less the same privileges and basic knowledge syllabus as a CASR Part 66 **B2** licence. In addition to the training requirements detailed in “**All licence conversions**”, if your EASA licence was initially issued prior to 2011, you *may have the following training requirements*:

- **CASR Part 66 part-Module 13 – Aircraft Structures and Systems** (MCQ examination) – this is a part-module examination that may cover off on all, or a combination of the following topics: Integrated Modular Avionics, Cabin Systems and Information Systems.

Other licences listed on Aviation Australia’s Part 147 Certificate of Approval

The other licences that Aviation Australia **is approved** to conduct RPL from will have similar training requirements as outlined above and will be clearly identified during the RPL process.

Licences not listed on Aviation Australia’s Part 147 Certificate of Approval

If you hold a foreign licence from a country that we are **not approved** to conduct RPL from then you will have to contact CASA directly for advice. *More than likely*, you will be referred back to us and will be required to satisfy the full basic knowledge requirements as dictated in the CASR Part 66 Manual of Standards 66.A.25 (sit all of the examinations and essays).

Important points

1. The enrolment in to the RPL process and the provision of evidence can be completed anywhere in the world; the enrolment is online via the RPL section of our [website](#), once enrolled an assessor will send you an RPL pack via email which needs to be printed out, filled-in and then returned in the post with all of your evidence to be assessed.
2. DO NOT SEND any original documentation in the post; any official forms of evidence such as licences, authorisations, qualifications etc. have to be certified as a “true copy of an original” document. Any person or agency recognised by the law of the country in which you live can certify documents. Please note that you may have to pay for this service.
3. AA-21b and AA-53 online short courses with assignments can be completed anywhere in the world as long as you have an internet connection. They are accessible via our online Learning Management System called DOTS; you can create a DOTS account via our [website](#) and you do not have to wait for your RPL report to complete these.
4. Prior to Aviation Australia issuing a Form 465 you will need to apply for an Aviation Reference Number (ARN) directly with CASA. Please refer to the CASA [website](#) for more information.
5. After a Form 465 has been issued and you are applying for your licence (via Form 544 and 545), you will need to provide CASA a letter of verification from the NAA that issued your foreign licence to prove it has never been cancelled or revoked.