



ADVISORY CIRCULAR

AC 66-05 v2.1

The background features a navigation chart with various lines, numbers, and text like 'NAVIGATION', 'WAC SCALE 1:1,000,000', and 'JANOVCE'. In the bottom right corner, there is a black and white photograph of hands writing on a document with a pen.

Using a Part 66 licence to provide certifications for completion of maintenance under the *Civil Aviation Regulations* 1988

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Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

Advisory Circulars should always be read in conjunction with the relevant regulations.

Audience

This advisory circular (AC) applies to:

- licenced aircraft maintenance engineers (LAMEs)
- regulation 30 of the *Civil Aviation Regulations 1988* (CAR) certificate of approval holders for aircraft maintenance.

Purpose

The Part 66 of CASR licence may be used to meet maintenance certification airworthiness obligations set out under Part 4 of CAR. For aircraft to which the airworthiness obligations remain under Part 4 of CAR, this advisory circular (AC) provides information and guidance on the requirement for the certification of the completion of maintenance. The advice describes the preferred method of complying with regulation 42ZE of Part 4A of CAR.

For further information

For further information, contact CASA's Airworthiness and Engineering Branch (telephone 131 757).

Unless specified otherwise, all subregulations, regulations, Divisions, Subparts and Parts referenced in this AC are references to the *Civil Aviation Safety Regulations 1998* (CASR).

Status

This version of the AC is approved by the Manager, Airworthiness and Engineering Branch.

Note: Changes made in the current version are not annotated. The document should be read in full.

Version	Date	Details
v2.1	October 2020	The following changes have been made to the document: <ul style="list-style-type: none"> • Updated list of definitions appropriate to this document. • Licence scope and privileges guidance moved to AC 66-08 • Licence type rating guidance moved to AC 66-08 • Appendix A - Exclusions explanation table moved to AC 66-08
v2.0	November 2017	The following change has been made to this version of the AC: <ul style="list-style-type: none"> • replacement of reference to CASA instrument (CASA 129/13) at subparagraph 3.1.2 with an updated CASR reference. Information previously contained in this now expired instrument is found under transitional regulations 202.341, 202.342 and 202.343 of CASR (as referenced in this subparagraph by footnote 1). • the entire AC has been reformatted, resulting in revised numbering throughout the document.
v1.3	February 2016	The following changes have been made to this version of the AC: <ul style="list-style-type: none"> • provide an explanation of core licence privileges for both the B1 and B2 licence, a term sometimes used when describing LAME licence privileges.
v1.2	June 2014	The following changes have been made to this version of the AC: <ul style="list-style-type: none"> • update made to information contained in the sixth dot point – Maintenance Release Issue, under section 13 to correct an anomaly.
v1.1	May 2014	The following changes have been made to this version of the AC: <ul style="list-style-type: none"> • updates to the acronym list in Section 4 • update of Part 66 MOS reference in paragraph 8.3 • updates to the definitions of “simple test” and 'troubleshooting' in paragraph 8.3 • update of reference in paragraphs 10.3 and 15.10 for transitional privileges • replacement of reference to AC 66-2 in paragraphs 12.1 and 12.7 with a reference to Appendix IX of the Part 66 MOS as a result of the aircraft type ratings information being transferred out of the AC into the Part 66 MOS.
(0)	October 2012	The certification of completion of maintenance information previously published in CAAP 42ZE-2 is now published in this AC.

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1 Reference material

1.1 Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

Acronym	Description
AME	aircraft maintenance engineer
ATA	Air Transport Association
AC	advisory circular
AD	airworthiness directive
ARC	authorised release certificate
BITE	built-in test equipment
CAO	Civil Aviation Order
CAR	<i>Civil Aviation Regulations 1988</i>
CASR	<i>Civil Aviation Safety Regulations 1998</i>
COA	certificate of approval issued under CAR 30
CoR	certificate of registration
CRS	certificate of release to service
EDTO	extended diversion time operations
LAME	licensed aircraft maintenance engineer
LRU	line replaceable unit
MEL	minimum equipment list
MOS	Manual of Standards
NDT	non-destructive testing
RO	registered operator

1.2 Definitions

Terms that have specific meaning within this AC are defined in the table below.

Term	Definition
ATA	Air Transport Association. ATA is a publication referencing standard, commonly used for all commercial aircraft documentation.
licensed aircraft maintenance engineer	An individual who holds an aircraft engineer licence that is in force. Aircraft engineer licences are issued under regulation 66.025 of CASR.
final certification for	The final certification for completion of maintenance is a term used and

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Term	Definition
completion of maintenance	explained with Schedule 6 of CAR – CASA system of certification for the completion of maintenance. The term is used generically within this AC and can be read to mean any equivalent final certification made within an approved system of certification under regulation 42ZF of CAR. Under Civil Aviation Order (CAO) 100.5 the aircraft log book or alternative to an aircraft log book must have provision for the recording and certification of maintenance carried out on the aircraft. The final certification for completion of maintenance is made in the aircraft log book.
CAR 30	An organisation approved by CASA under regulation 30 of CAR to carry out maintenance.
simple test	<p>A test described in approved maintenance data and meeting all the following criteria:</p> <ul style="list-style-type: none">• the serviceability of the system can be verified using aircraft controls, switches, built-in test equipment (BITE), central maintenance computer (CMC) or external test equipment not involving special training• the outcome of the test is a unique go/no-go indication or parameter, which can be a single value or a value within an interval tolerance. No interpretation of the test result or interdependence of different values is allowed• the test does not involve more than 10 actions as described in the approved maintenance data (not including those required to configure the aircraft prior to the test, i.e. jacking, flaps down, etc, or to return the aircraft to its initial configuration). Pushing a control, switch or button, and reading the corresponding outcome may be considered as a single action even if the maintenance data shows them separated. <p>Note: Performing troubleshooting steps outlined in approved maintenance data within an avionic ATA chapter which includes a wiring check — if data does not stipulate a 'specific' result or finding (e.g. continuity, 28vdc, 500 ohms between or a range of figures or values), then any outcome of the test is open to interpretation (i.e. not a go/no-go result) and therefore does NOT meet the simple test criteria.</p> <p>Note: The total of 10 actions includes consequential actions associated with tests of other components or systems, required by the maintenance data, following the LRU change; i.e. if the component A is replaced and the maintenance data includes actions to test component B and system C, the sum of all the actions for testing components A, B and system C must be no more than 10 actions.</p>
troubleshooting	<p>The procedures and actions taken as necessary, using approved maintenance data (e.g. following approved fault isolation procedures and data), in order to identify the root cause of a defect or malfunction</p> <p>Notes:</p> <ol style="list-style-type: none">1. Troubleshooting may involve avionic LRU changes, however, it does not involve repeated avionic LRU changes in pursuit of a system fault, unless the repeated changes are made in accordance with a published and approved fault isolation maintenance procedure (e.g. Troubleshooting Manual, FIM procedure).2. Ongoing avionic defects with a history, once a FIM procedure has been followed and exhausted, should only be certified by a category B2 LAME, given the B2 LAME has received the required level 3 knowledge training, i.e. full system knowledge, which enables judgement to be used in decisions.

1.3 References

Regulations

Regulations are available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Instruments are available on the CASA website at <https://www.casa.gov.au/standard-page/non-legislative-instruments>

Document	Title
Part 42 of CASR	Continuing airworthiness requirements for aircraft and aeronautical products
Part 66 of CASR	Continuing airworthiness—aircraft engineer licences and ratings
Part 202 of CASR	Transitional
Part 66 MOS	Part 66 Manual of Standards
Part 145 MOS	Part 145 Manual of Standards
Part 4 of CAR	Airworthiness requirements
Regulation 30 of CAR	Certificate of approval
Regulation 31 of CAR (repealed)	Aircraft maintenance engineer licences
Regulation 33B of CAR	Airworthiness authorities
Regulation 33C of CAR	Application for aircraft welding authority
Regulation 42ZC of CAR	Maintenance on Australian aircraft in Australian territory
Regulation 42ZE of CAR	Certification for completion of maintenance on aircraft in Australian territory
Regulation 42ZG of CAR	Approval of system of certification
Regulation 42ZN of CAR	Certification of maintenance outside Australian territory
Regulation 43 of CAR	Maintenance releases in respect of Australian aircraft
Regulation 45 of CAR	Suspension or cancellation of maintenance release
Regulation 47 of CAR	Maintenance release to cease to be in force
Regulation 48 of CAR	Maintenance release to recommence to be in force
Schedule 6 of CAR	CASA system of certification of completion of maintenance
CAO 82.0	Civil Aviation Order 82.0 Instrument 2014
CAO 100.90	Civil Aviation Order 100.90 Instrument 2015
147/11	Appointment of authorised persons to issue maintenance releases (revokes CASA 127/95)
148/11	Appointment of authorised persons to endorse or cancel endorsements on maintenance releases (revokes CASA 128/95)

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Advisory material

CASA's advisory circulars are available at <http://www.casa.gov.au/AC>

CASA's Civil Aviation Advisory Publications are available at <http://www.casa.gov.au/CAAP>

Document	Title
AMC/GM CASR Part 66	Continuing Airworthiness – Aircraft Engineer Licences and Ratings
AC 66-4	Maintenance of aircraft composite structures in a maintenance organisation
AC 66-08	Part 66 aircraft engineer licences - privileges
AMC/GM CASR Part 42	Continuing airworthiness requirements for aircraft and aeronautical products

2 Background

- 2.1.1 This AC describes certification matters relevant to the airworthiness obligations set under Part 4 of the *Civil Aviation Regulations 1988* (CAR). It describes the way the holder of a Part 66 licence is able to certify completion of maintenance on an aircraft in a manner that is compliant with the requirements of regulation 42ZE of CAR.¹
- 2.1.2 This AC does not deal with compliance requirements for maintenance certification and certificate of release to service (CRS) as set under Subpart 42.H of Part 42 of the *Civil Aviation Safety Regulations 1998* (CASR) (for aircraft to which Part 42 of the CASR applies). Subpart 42.H of CASR provides the detail of the requirements and the Part 42 Acceptable Means of Compliance/Guidance Material (AMC/GM) contains the detailed explanation of that maintenance certification system.
- 2.1.3 Under the CAR, there were various references to the categories of the previous regulation 31 of CAR licence system – electrical, instrument, radio, airframe and engine.
- 2.1.4 Table 1 compares the terminology previously used under the CAR to the Part 66 of the *Civil Aviation Safety Regulations 1998* (CASR) terminology:
- The first row of the table shows the Part 66 of CASR categories as column headings.
 - The second row details the maintenance scope associated with each licence category.
 - The third row describes the maintenance scope of the previous licence scheme (under regulation 31 of CAR).
 - The fourth row describes the use of exclusions i.e. conditions on a Part 66 licence that allow the Part 66 licence to be matched with what was previously held under the old licence system.

¹ For detailed guidance on licence scope, privileges and ratings, refer to Part 66 of CASR AMC/GM and AC 66-08.

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Table 1: Terminology differences between Part 66 of CASR and regulation 31 of CAR

CASR 66 licence category	A	B1		B1 or B2	B1/B2 share equally	B2		
CASR 66 terminology	Category A licence tasks	Aircraft systems designated structural, powerplant or mechanical		Avionic LRU	Electrical or instrument sub-systems of mechanical, powerplant or structural systems	Electrical	Avionics - any level of maintenance	
Regulation 31 of CAR licence terminology	Aircraft pre-flight, transit, overnight checks, minor scheduled line maintenance	Airframe	Engine	Instrument or Radio LRU	Electrical or Instrument aspect of airframe or engines systems (an electrical or instrument category privilege under Regulation 31 of CAR)	Electrical (generation, distribution and lighting)	Instrument	Radio
Regulation 31 of CAR lower group ratings	The regulation 31 of CAR lower group ratings were converted to the relevant B1 subcategories B1.1, B1.2, B1.3 and B1.4 and to the B2 category. Conversion of the regulation 31 of CAR licences and endorsed categories and lower group ratings resulted in differences which were managed by the use of exclusions (licence limitations). Exclusions limited the scope of the Part 66 licence to match the scope of the regulation 31 licence and its endorsed categories and lower group ratings.							

Note: For detailed guidance on licence scope, privileges and ratings, refer to CASR Part 66 AMC/GM and AC 66-08.

3 The CAR certification and maintenance release systems

3.1 Types of certifications

- 3.1.1 Regulation 43 and Schedule 6 of CAR describes a number of forms of certifications used to control maintenance and release aircraft from maintenance.
- 3.1.2 **Certification for completion of maintenance.** The way in which a person who has carried out maintenance certifies that the maintenance is complete.
- 3.1.3 **CAR 42G Independent certification.** A certification for completion of maintenance that is to be made after an independent inspection has been carried out on a flight control system following maintenance. Regulation 42G and Schedule 6 of CAR require 2 certifications for completion of maintenance, one by the person who performed the maintenance and one by the person performing the duplicate/independent inspection.
- 3.1.4 **Stage of maintenance.** A certification to be made for the completion of a maintenance task or stage.
- 3.1.5 **Co-ordination.** A certification to be made when more than one person or more than one licence category was involved in a maintenance event. If one person certifies for all maintenance in all categories then co-ordination is not required.
- 3.1.6 **Final certification.** A certification that must be made after all maintenance has been completed and all other certifications including co-ordination have been made. The final certification for completion of maintenance is made in the aircraft logbook (or alternative to aircraft logbook).

3.2 Maintenance release

- 3.2.1 **Maintenance Release Issue.** The issue of maintenance releases is controlled under regulation 43 of CAR and via a CASA appointment instrument.² Generally, a Part 66 licence holder with a category or subcategory appropriate for the maintenance release inspection who has certified for the completion of maintenance for the aircraft for which the maintenance release is required, may sign a maintenance release on behalf of the certificate of approval (COA) holder, under the conditions of that instrument. A maintenance release may be issued by the COA holder under the following circumstances:
- A Maintenance Release Inspection (see subregulation 47 (6) of CAR) has been carried out i.e. an inspection carried out on an aircraft for the purpose of determining whether a maintenance release for the aircraft should be issued; (the maintenance release inspection is nominated in the aircraft's approved System of Maintenance or in the aircraft's Log Book Statement).
 - All maintenance in respect of the aircraft required to be carried out has been certified.

² Refer to instrument [CASA 147/11](#) for details of the classes of authorised persons and conditions.

- The maintenance carried out has not adversely affected, to such an extent as to affect the safety of the aircraft, the flight characteristics of the aircraft or the operating characteristics of any aircraft component, or of any system of aircraft components, installed in the aircraft.
- The aircraft is free of damage and defects (that are not permissible unserviceabilities).

3.2.2 **Endorsement on a maintenance release that an aircraft is not airworthy and cancellation of such an airworthy endorsement.** These endorsements on a maintenance releases are controlled under regulations 47 and 48 of CAR, and via CASA appointment instrument 148/11.³ Generally, a Part 66 licence holder who is responsible for ensuring certification of completion of maintenance under regulation 42ZE of CAR (in Australian territory) or 42ZN of CAR (external to Australian territory) is appointed as an authorised person to make and cancel endorsements that an aircraft is unairworthy, on a maintenance release by that instrument.

3.2.3 Suspension or cancellation of a maintenance release by CASA is dealt with by regulation 45 of CAR.

3.2.4 Where multiple certifications are necessary for the completion of maintenance, whether an individual task, a series of tasks in a licence category or a multiple of licence categories, a certification for the completion and co-ordination of that maintenance is to be made by a person who has certified for part of that maintenance.

3.2.5 If only one person certified for maintenance, then a co-ordination certification is not required.

3.2.6 The person co-ordinating maintenance is required to ensure that, where any maintenance performed has invalidated a certification previously made, all necessary maintenance has been carried out and re-certified.

3.2.7 A person certifying for completion of a maintenance task within an aircraft engineer licence category may accept the certification made by other aircraft engineer licence holders for subtasks within that category provided such certifications are made on a maintenance document that identifies the maintenance to which it relates. Where the maintenance was an inspection, the certification contains details of any damage or defect found and rectifications made as a result of that inspection.

3.2.8 A final certification for completion of maintenance is made in the aircraft logbook after any required co-ordination certification is made.

³ Refer to the instrument 147/11 for the detail of the classes of authorised persons, specific provision of the CAR and conditions

4 Certification of completion of maintenance under CAR

4.1 42ZE of CAR certifications

- 4.1.1 Regulation 42ZE of CAR prescribes the requirements that must be complied with when certifying for completion of maintenance on an Australian aircraft in Australian territory.
- 4.1.2 This AC guidance relates to compliance with the system of certification described within Schedule 6 of CAR. An alternative system of certification may be approved under regulation 42ZG of CAR.
- 4.1.3 The completion of all maintenance for non Part 42 of CASR aircraft is certified in accordance with the directions of subregulation 42ZE (1) and Schedule 6 of CAR, by a LAME that has performed or supervised the maintenance being certified. When carrying out maintenance in a COA or if carrying out maintenance independently (as determined by paragraph 42ZC (4) (b) and Schedule 7 of CAR) the LAME can use their Part 66 licence to certify for the completion of maintenance.
- 4.1.4 Except where otherwise approved or directed by CASA, a certification for the completion of maintenance, for a Class B aircraft, will be made by:
- the holder of a valid appropriate aircraft engineer licence employed by a CAR 30 COA
 - the holder of a valid appropriate aircraft engineer licence carrying out maintenance other than the maintenance listed in Schedule 7 of CAR on a class B aircraft [independent LAME]
 - the holder of a valid appropriate airworthiness authority (maintenance or non-destructive testing (NDT)) under regulation 33B of CAR, or a welding authority under regulation 33C of CAR
 - a pilot (paragraph 42ZC (3) (c) of CAR) [as per approved system of maintenance] or paragraph 42ZC (4) (d) [Schedule 8 of CAR].
- 4.1.5 For certification of maintenance on a Class A aircraft, generally a LAME or maintenance authority holder must be employed by or working under an arrangement with a COA holder.⁴

⁴ Refer to CAR 42ZC(3).

5 Other CAR certification matters

The following are other matters that may need to be considered for certification during an aircraft maintenance event.

5.1 Assessment flights

5.1.1 If the maintainer considers an assessment flight is necessary - following the certification of any maintenance that may have an adverse effect on the flight or operating characteristics of the aircraft; notification procedures need to be in place for the aircraft operator.

5.2 Defects

5.2.1 A person is not to certify a defect as acceptable within the provisions of the system of maintenance, or the minimum equipment list (MEL) for an aircraft unless:

- the defect has no adverse effect on the aircraft, other than as allowed by the system of maintenance or the MEL
- the maintenance procedures required by the system of maintenance or the MEL have been satisfied.

5.3 Non-destructive testing

5.3.1 A certification, within a licence category, for completion of an inspection involving the use of an NDT method is to be made by the holder of a valid appropriate aircraft engineer licence ensuring:

- the NDT method has been performed and certified to have been completed to approved maintenance data by:
 - o the holder of a valid appropriate NDT authority
 - o the holder of a valid appropriate aircraft maintenance engineer (AME) licence, limited to visible colour contrast Type II liquid penetrant inspections utilising aerosol packed materials — NOT the fluorescent dye penetrant, inspection technique
- that any defects indicated are assessed for further maintenance and recorded as appropriate.

5.3.2 Where a certification is to be made for the completion of an NDT inspection and the procedure to be observed is not specified, a procedure approved for the purpose by CASA or an authorised person will be observed for the inspection.

Note: Further guidance on non-destructive testing is available in CAAP 33-02.

5.4 Welding

5.4.1 A certification, within a licence category, for the completion of a repair or modification of an aircraft or an aircraft component involving manual welding, including braze welding, must be made by the holder of a valid appropriate aircraft engineer licence ensuring

that the welding has been performed and certified, to have been completed to approved data, by the holder of a valid appropriate welding authority issued by CASA.

5.5 Aircraft composite structures

5.5.1 Composite structures maintenance and certification is covered by Advisory Circular (AC) 66-4.

5.6 Certification of Australian aircraft outside of Australian Territory

5.6.1 In accordance with regulation 42ZN, the Certificate of Registration (CoR) holder Registered Operator (RO) of the aircraft is responsible for ensuring that all maintenance performed on the aircraft outside of Australian Territory is certified in accordance with the system for certification of the maintenance organisation performing the maintenance or; alternatively, in accordance with Schedule 6 of CAR by:

- the pilot-in-command (PIC), for maintenance they have been authorised to perform
- the holder of a valid appropriate Australian aircraft engineer licence
- the holder of a valid appropriate Australian maintenance or welding authority
- the holder of a valid appropriate aircraft maintenance licence issued by the appropriate authority in the Contracting State in which the maintenance is being performed
- an employee appropriately authorised by an organisation to perform maintenance on the aircraft, engine or system type as approved by the appropriate authority in the Contracting State in which the maintenance is being performed; and that the maintenance has been performed in accordance with the RO's System of Maintenance.

5.6.2 The RO or the PIC is responsible for ensuring that certification for the completion of maintenance has been correctly made in the appropriate logbook, maintenance release or alternative document prior to flight.

5.7 Release of an IFR capable aircraft for VFR operations only

5.7.1 Under the previous regulation 31 of CAR licensing system it was understood by industry that it was permissible for airframe or engine category licence holder to carry out and certify for much of the electrical, instrument and radio maintenance – within the limits set by CAO 100.90 – as long as the aircraft was released from maintenance only for VFR operations.

5.7.2 For those personnel who qualify or qualified under the regulation 31 of CAR system that permission has been retained using the transitional privileges outlined in Table 2 of the Part 66 MOS.

5.8 Inspection after maintenance on extended diversion time operation (EDTO) approved aircraft

- 5.8.1 Special guidelines and requirements apply to aircraft approved for extended diversion time operations (EDTO) flights. To maximise safety margins, maintenance tasks on multiple identical systems should not be performed by the same individual.⁵ Independent inspections are not a mandatory requirement of the CAO. However, wherever it is not possible to avoid a person performing multiple identical maintenance tasks on an aircraft, an equivalent level of safety assurance may be achieved using independent inspections by one or more appropriately qualified individuals.

⁵ Refer to subparagraph 9 (2) (c) of Appendix 5 of CAO 82.0.

6 Certifications documentation

6.1 Content of certifications

- 6.1.1 This section specifies the general requirements for the content of certifications in the appropriate logbook or alternative document following the completion of maintenance. An alternative approved system of certification can be expected to be similar to the details listed below.⁶
- 6.1.2 Certifications require a description of the maintenance performed and need to include, as appropriate, the following details:
- the date the certification was made
 - the total time-in-service of the aircraft or component at which the maintenance was completed
 - the signature and licence or authority number, whether issued by the CASA or COA holder under regulation 42ZC of CAR, of the person making the certification
 - where the above person is, or is employed by, the holder of an appropriate COA or other appropriate person covering the maintenance, the certification will include:
 - o the name of the person or organisation that carried out the maintenance
 - o the COA or licence number of that person or organisation, as applicable.
 - in relation to the maintenance:
 - o the current approved maintenance data used
 - o any exemption or variation granted against a requirement
 - o if applicable, a record of any weight and balance changes.
 - the results obtained where the maintenance is, or includes, an inspection that specifies limits and the damage or defect is within those limits
 - where the maintenance is, or includes, an inspection using an NDT method, the:
 - o NDT method used
 - o approved procedure used
 - o results obtained.
- 6.1.3 Where the maintenance carried out includes the fitting of a repaired component (supplied by another person) the Authorised Release Certificate (ARC) number must be included in the certification for a stage of maintenance.
- 6.1.4 Where the maintenance carried out includes the fitting or replacement of a time-lifed component the following information must be included in the certification for a stage of maintenance, as appropriate:
- part name
 - model
 - part number
 - serial number
 - AD compliance

⁶ Refer to Schedule 6 of CAR for complete details of the CASA system of certification. If the maintenance organisation has an alternative system of certification, then consult that system for the details.

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- ARC number (if the component was supplied by another person)
 - where the component is subject to an overhaul life, the:
 - o total time-in-service
 - o total cycles-in-service
 - o time-since-new
 - o time-since-overhaul.
 - where the component is subject to a retirement life, the total time in-service or cycles of the component.
 - for an engine, the test performance figures.
- 6.1.5 Where a component is replaced with one of a different AD status, a certification will need to be made to reflect that change in status.
- 6.1.6 Where damage or a defect is found when complying with an AD, a certification that such damage or defect is not major, will only be made in those cases where the AD specifies limits, and the damage or defect is within those limits.