

Conversion of national aircraft maintenance privileges to Part-66/L licence

Finnish Transport and Communications Agency
Traficom (CAA Finland)

Table of contents

Table of revisions	1
1 Introduction	2
2 National aircraft maintenance privileges	3
3 Compliance table	4
4 Conversion of national mechanic licences.....	16
4.1 National licence with sailplane or TMG privileges	16
4.2 National licence with balloon privileges	17
4.3 Conversion of national extended pilot-owner privileges.....	18
4.4 Conversion of existing Part-66 privileges.....	19
5 Attachments	20

Table of revisions

rev. 0	Initial issue

1 Introduction

This document is prepared by the Finnish Transport and Communications Agency Traficom (CAA Finland) based on COMMISSION REGULATION (EU) No 1321/2014 together with COMMISSION REGULATION (EU) 2018/1142 amending Regulation (EU) No 1321/2014 and ED Decision 2019/009/R containing applicable AMC/GM material.

COMMISSION REGULATION (EU) 2018/1142 introduces new category L to Part-66 maintenance licence together with subcategories L1-L5 for sailplanes, powered sailplanes, ELA1 aeroplanes and balloons (including airships). This category and its subcategories will be effective from 1.10.2019. Before that, the national qualification systems are applicable. A person may obtain this new Part-66/L licence via two routes: either by performing required module exams and gaining practical experience, or conversion of national privileges, meaning existing national certifying staff qualification.

As stated in the CRD to NPA 2012-15: Any person holding a national certifying staff qualification will be entitled to obtain an L licence with the same privileges, without the need to compare the syllabus. Thus, this document is prepared aiming conversion of the existing national privileges without comparing the previous qualification with the standard of Part-66 Appendix I and II.

The existing national privileges are explained at the beginning of this document, at chapter 2. Compliance against each of Part-66 paragraphs concerned are at chapter 3 and the chapters 4.1-4.4 explains the conversion of privileges in table format. This conversion report does not cover gas airships, meaning Part-66/L subcategories L4G, L5.

2 National aircraft maintenance privileges

There is two types of aircraft maintenance mechanic licences in Finland as defined in the national regulation PEL M3-4 (attached). National aircraft mechanic licence and Sport Aviation Mechanic Licence. Both licences can have certification privileges for

1. touring motor gliders (TMGs) together with EASA Annex I aeroplanes and ultralights. EASA ELA1 aeroplanes are excluded,
2. sailplanes (may include powered sailplanes but exclude TMGs), and
3. balloons (covering hot air balloons , hot air airships and gas balloons).

These certification privileges cover structures (composite, metal, wood and metal tubing covered with fabric) and powerplant. Radio and navigation equipment installation privileges are excluded unless applicant shows relevant national training and experience. See PEL M3-4 chapter 3.2 for further information.

In addition to this, person can extend pilot-owner (equivalent definition of pilot-owner in AIR M1-5 as in M.A.803(a)) maintenance certification privileges by training according to aviation regulation AIR M1-5, chapter 2.4.3 (attached). Such a maintenance privileges can be annual inspections, structural repairs, radio and navigation equipment installation etc. This training must be notified by sending training certificate to the CAA Finland.

Finnish Aviation Act 864/2014 43§ does not set requirements for the national maintenance training but the instructor must be competent for the trained tasks. Applicant, who has passed training and gained maintenance experience according national rules before 1.10.2019, can continue to be fully qualified.

3 Compliance table

The following compliance table describes how conversion of Finnish national maintenance privileges to Part-66/L licence fulfills the applicable Part-66 requirements.

Rule	AMC/GM	Compliance
66.A.50 Limitations		
(a) Limitations introduced on an aircraft maintenance licence are exclusions from the certification privileges and, in the case of limitations referred to in point 66.A.45, they affect the aircraft in its entirety.		Please note that structural limitations are inclusions in Finnish national licenses.
<p>(b) For limitations referred to in point 66.A.45, limitations shall be removed upon:</p> <ol style="list-style-type: none"> 1. demonstration of appropriate experience; or 2. after a satisfactory practical assessment performed by the competent authority. 	<p>AMC 66.A.50(b) Limitations</p> <ol style="list-style-type: none"> 1. The appropriate experience required to remove the limitations referred to in 66.A.45(f), (g) and (h) should consist of the performance of a variety of tasks appropriate to the limitations under the supervision of authorised certifying staff. This should include the tasks required by a scheduled annual inspection. Alternatively, this experience may also be gained, if agreed by the competent authority, by theoretical and practical training provided by the manufacturer, as long as an assessment is further carried out and recorded by this manufacturer. 2. It is acceptable to have this experience in just one aircraft type, provided this type is representative of the (sub)group in relation to the limitation being removed. 	<p>In case of structural limitations based on conversion of existing Part-66 B1.2/Group3 or B3 privileges, these limitations will be removed based on 66.A.50(b).</p> <p>Structural limitations based on conversion of national privileges are removed when applicable module examinations are passed and practical experience is gained, see 66.A.50(c) and AMC 66.A.50(b).</p>

Rule	AMC/GM	Compliance
	<p>3. It is acceptable that this experience is gained in aircraft not covered by the Basic Regulation, provided that this experience is relevant and representative of the corresponding (sub)group. As example would be the experience required to remove a limitation such as 'aircraft with metal tubing structure covered with fabric', which may be gained in ultralight aircraft (Annex II aircraft).</p> <p>4. The application for the limitation removal should be supported by a record of experience signed by the authorised certifying staff or by an assessment signed by the manufacturer after completion of the applicable theoretical and practical training.</p>	
(c) For limitations referred to in point 66.A.70, limitations shall be removed upon satisfactory completion of examination on those modules/subjects defined in the applicable conversion report referred to in point 66.B.300.		Each limitation removal is described in each conversion table, chapters 4.1-4.4.
66.A.70 Conversion provisions	GM 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 Annex III (Part-66) shall be issued an aircraft maintenance licence by the competent authority of this Member State without further examination	1. As described in point 66.A.70, the conversion provisions apply to the holder of a certifying staff qualification valid in a Member State prior to the date of entry into force of Annex III (Part-66). The sentence 'the holder of a certifying staff qualification valid in a Member State' means any person who had a qualification	Certifying staff qualification must be obtained before 1.10.2019.

Rule	AMC/GM	Compliance
subject to the conditions specified in Section B Subpart D.	valid in that Member State allowing that person the performance of activities identical to the privileges of 'certifying staff' contained in Regulation (EU) 1321/2014.	
(b) A person undergoing a certifying staff qualification process valid in a Member State, prior to the date of entry into force of Annex III (Part-66) may continue to be qualified. The holder of a certifying staff qualification gained following such process shall be issued an aircraft maintenance licence by the competent authority of this Member State without further examination subject to the conditions specified in Section B Subpart D.	<p>This means that the signature of that person was sufficient to declare that the maintenance had been properly performed and the aircraft was ready for service and fit for flight in respect to such maintenance.</p> <p>This should not be mistaken with the responsibilities linked to the airworthiness review, which was performed at different periods (typically varying from 6 months to 3 years) in the national systems. This is an activity which is performed at very specific points of time and not after every maintenance activity. Since an airworthiness review (or equivalent term used in the national systems) is not performed after every maintenance event before the aircraft takes flight, an airworthiness review cannot be considered as a maintenance release. This means that the conversion provisions described in 66.A.70 are not applicable to persons performing airworthiness review functions unless their signature was required after every maintenance event before the aircraft can take flight.</p> <p>2. The conversion applies to 'certifying staff qualifications' such as, for example:</p> <ul style="list-style-type: none"> - holding a national licence (or completed the process to obtain such a national licence); 	If the applicant shows that he/she has passed training and gained maintenance experience according national rules before 1.10.2019, he can continue to be fully qualified.

Rule	AMC/GM	Compliance
	<ul style="list-style-type: none"> - having completed a qualification process defined by the competent authority, or equivalent body under the national system, to become certifying staff; - having completed the qualification requirements for certifying staff within a maintenance organisation, as defined in their procedures. <p>This does not mean that in order to be entitled to a conversion process, the applicant has to be exercising certification privileges. A person may hold a 'certifying staff qualification' while not having certification privileges (or while exercising very limited certification privileges below his/her qualification) for different reasons such as, for example, the following:</p> <ul style="list-style-type: none"> - The person is working as 'support staff' in the base maintenance environment; - The person has been authorised only for a very limited range of tasks (lower than what he/she would be entitled if his/her qualification is considered) since the person is working in a line station where the scope of tasks is very limited; - The person holds a licence with a wider scope than the scope of the organisation where he/she is employed; - The person is working outside the aviation industry or is temporarily on leave due to different reasons (medical, personal, etc). 	

Rule	AMC/GM	Compliance
	<p>These persons are entitled to have the conversion performed in accordance with the full scope of their qualification and the full privileges that they would be entitled to hold on the basis of such qualification.</p> <p>3. As described in point 66.A.70, certifying staff qualifications eligible for conversion are those valid 'prior to the date of entry into force of Annex III (Part-66)', which means those qualifications valid before the following dates:</p> <ul style="list-style-type: none"> - 28 September 2005 for aircraft above 5 700 kg MTOM; - 28 September 2006 for aircraft of 5 700 kg MTOM and below. <p>Nevertheless, since the B3, B2L and L licences did not exist at those dates, certifying staff qualifications eligible for conversion to a B3, B2L and L licence are those valid before the competent authority had the obligation to start issuing such licences, which means the following:</p> <ul style="list-style-type: none"> — for the B3 licence, those qualifications valid before 28 September 2012; — for the B2L licence, those qualifications valid before 5 March 2019; — for the L licence, those qualifications valid before 1 October 2019. 	

Rule	AMC/GM	Compliance
	<p>4. Although only those certifying staff qualifications gained prior to the dates indicated above are eligible for conversion, this does not mean that the application for conversion has to be submitted prior to those dates. The applicant is entitled to have the conversion performed irrespective of when he/she applies for conversion.</p> <p>5. A certifying staff qualification can be subject to more than one conversion process and can also be converted to more than one licence (sub)category (with any applicable limitations). This could be the case, for example, of a person who already had the certifying staff qualification converted in the past to a B1.2 licence with limitations linked to some missing elements of the Part-66 Appendix I and II standard (following 66.A.70(c)). This person would be entitled to apply and have his/her certifying staff qualification converted to a B1.2 or a B3 licence on the basis of 66.A.70(d), which would mean no need to compare with the Part-66 Appendix I, II or VII standard, introducing only those limitations required in order to maintain the existing privileges.</p>	
<p>(c) Where necessary, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to reflect the differences between:</p> <p>(i) the scope of the certifying staff qualification valid in the Member State before the entry into force of the ap-</p>	<p>GM 66.A.70(c) Conversion provisions</p> <p>For example, a limitation could be where a person holds a pre-existing certifying staff qualification which covered, to the standard of Part-66 Appendix I and II, all the modules/subjects corresponding to the B1 licence except for electrical power systems. This person would be issued a Part-66 aircraft maintenance licence in the</p>	<p>(c)(i) In Finland, the radio and navigation installation privilege requires additional course. Applicant without evidence of passing this course will be given a limitation of ATA 23 Communication, ATA 34 Navigation.</p> <p>(c)(ii) Not applicable. Certifying staff get the Part-66/L-licence by conver-</p>

Rule	AMC/GM	Compliance
<p>plicable licence category or subcategory provided for in this Annex (Part-66);</p> <p>(ii) the basic knowledge requirements and the basic examination standards laid down in Appendices I and II to this Annex (Part-66).</p>	<p>B1 category with a limitation (exclusion) on electrical power systems.</p> <p>For removal of limitations, refer to 66.A.50(c).</p>	<p>sion of privileges, without comparing with the Part-66 syllabus, see 66.A.70(d).</p>
<p>(d) By derogation from point (c), for aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, other than complex motor-powered aircraft, and for balloons, sailplanes, motor-powered sailplanes and airships, the aircraft maintenance licence shall contain limitations in accordance with point 66.A.50 to ensure that the certifying staff privileges valid in the Member State before the entry into force of the applicable Part-66 licence category/subcategory and those of the converted Part-66 aircraft maintenance licence remain the same.</p>	<p>GM 66.A.70(d) Conversion provisions</p> <p>For aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 other than complex motor-powered aircraft, an example of limitations could be where a person holds a pre-Part-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but excluded privileges on aircraft equipped with turbine engine, aircraft above 2 000 kg MTOM, pressurised aircraft and aircraft equipped with retractable landing gear. This person would be issued with a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):</p> <ul style="list-style-type: none"> - aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008 (this limitation always exists); - aircraft above 2 000 kg MTOM; - pressurised aircraft; 	<p>All converted L-category licences will have the following limitation:</p> <ul style="list-style-type: none"> - aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 <p>Following limitation is set to Part-66/L licence based on conversion of extended pilot-owner privileges (annual inspections)</p> <ul style="list-style-type: none"> - aircraft not owned by the licence holder - complex maintenance tasks described in Appendix VII to Annex I (Part-M), standard changes described in Part 21 point 21.A.90B, and standard repairs described in Part 21 point 21.A.431B.

Rule	AMC/GM	Compliance
	<ul style="list-style-type: none"> - aircraft equipped with retractable landing gear. <p>Another example of limitations could be where a pilot-owner holds a pre-Part-66 qualification which covered privileges to release work performed on aircraft structures, powerplant, mechanical and electrical systems but limited to their own aircraft and limited to a particular aircraft type (for example, a Cessna 172). This pilot-owner would receive a Part-66 aircraft maintenance licence in the B1.2 or B3 (sub)category with the following limitations (exclusions):</p> <ul style="list-style-type: none"> - aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 (this limitation always exists); - aircraft other than a Cessna 172; - aircraft not owned by the licence holder. <p>One more example would be the case where a person holds a pre-Part-66 qualification that covers privileges to release work on composite and metal sailplanes and powered sailplanes, covering aircraft structures, powerplant, mechanical and electrical systems. This person would be issued a Part-66 aircraft maintenance licence in the L2 subcategory, with the following limitations (exclusions):</p> <ul style="list-style-type: none"> — aircraft involved in commercial air transport (this limitation always exists); 	<p>In case of L2 subcategory based on conversion:</p> <ul style="list-style-type: none"> - ELA1 aeroplanes <p>Structural limitations are set according the existing national privileges</p>

Rule	AMC/GM	Compliance
	<ul style="list-style-type: none"> — ELA1 aeroplanes; — wooden-structure aircraft covered with fabric; — aeroplanes with metal-tubing structure covered with fabric. <p>And one more example would be the case where a person holds a pre-Part-66 qualification that covers privileges to release work on composite sailplanes up to the annual inspection but not including complex maintenance tasks, repairs and changes. This person would be issued a Part-66 aircraft maintenance licence in the L1C subcategory, with the following limitations:</p> <ul style="list-style-type: none"> — aircraft involved in commercial air transport (this limitation always exists). — complex maintenance tasks described in Appendix VII to Annex I (Part-M), standard changes described in Part 21 point 21.A.90B, and standard repairs described in Part 21 point 21.A.431B. <p>The essential aspect is that the limitations are established in order to maintain the privileges of the pre-Part-66 qualification without comparing the previous qualification with the standard of Part-66 Appendix I and II.</p> <p>For removal of limitations, refer to 66.A.50(c).</p>	
66.B.300 General	GM 66.B.300 General	
(a) The competent authority may only convert qualifications (i) obtained in	As described in point 66.B.300, certifying staff qualifications eligible for conversion are those valid 'prior to the	

Rule	AMC/GM	Compliance
the Member State for which it is competent, without prejudice to bilateral agreements and (ii) valid prior to the entry into force of the applicable requirements of this Annex (Part-66).	<p>entry into force of the applicable requirements of this Annex (Part-66)', which means those qualifications valid before the following dates:</p> <ul style="list-style-type: none"> - 28 September 2005 for aircraft above 5 700 kg MTOM (ref. (EC) No 2042/2003, Article 7, point 3(e)); - 28 September 2006 for aircraft of 5 700 kg MTOM and below (ref. (EC) No 2042/2003, Article 7, point 3(f)). <p>Nevertheless, since the B3 licence did not exist at those dates, certifying staff qualifications eligible for conversion to a B3 licence are those valid before 28 September 2012, which is the date where the authority has been obliged to start issuing such licences in accordance with (EC) No 2042/2003, Article 7, point 3(h), item (i).</p>	This conversion report is only for national Finnish qualifications (=licenses/privileges)
(b) The competent authority may only perform the conversion in accordance with a conversion report established pursuant to points 66.B.305 or 66.B.310, as applicable.		
(c) Conversion reports shall be either (i) developed by the competent authority or (ii) approved by the competent authority to ensure compliance with this Annex (Part-66).		This conversion report is developed and approved by CAA Finland
(d) Conversion reports together with any change of these shall be kept on record by the competent authority in accordance with point 66.B.20.		Document is saved in the document management system TRAFICOM/224131/03.04.00.01/2019
66.B.305 Conversion report for national qualifications		
(a) The conversion report for national certifying staff qualifications shall describe the scope of each type of quali-	<p>AMC 66.B.305(a) Conversion report for national qualifications</p> <p>1. Conversion reports prepared on the basis of point 66.A.70(c) should include a comparison between the</p>	National privileges are explained in chapter 2. Copies of national regulations are attached with this document.

Rule	AMC/GM	Compliance
<p>fication, including the associated national licence, if any, the associated privileges and include a copy of the relevant national regulations defining these.</p>	<p>scope of the national qualification (i.e., the national qualification requirements) and the scope of the Part-66 licence qualification (i.e., the Part-66 qualification requirements), which should be performed 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 and where such a difference would lead to a limitation on the Part-66 licence.</p> <p>2. Conversion reports prepared on the basis of point 66.A.70(d), which are limited to other-than-complex motor-powered aircraft not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 should include the privileges associated to the national qualification. The reports should identify which limitations are needed to the Part-66 licence in order to maintain these privileges.</p>	
<p>(b) The conversion report shall show for each type of qualification referred to in point (a):</p> <ol style="list-style-type: none"> 1. to which aircraft maintenance licence it will be converted; and 2. which limitations shall be added in accordance with points 66.A.70(c) or (d), as applicable; and 	<p>GM 66.B.305(b)3 Conversion report for national qualifications</p> <p>As conversions performed on the basis of 66.A.70(d) are aimed to maintain the privileges of the pre-existing national qualification, the limitations introduced on the Part-66 licence are not linked to possible differences between the scope of the national qualification and the scope of the Part-66 licence qualification. This conversion does not include such comparison.</p>	<p>In Finland, EASA ELA1 airplanes have been out of the scope of national licenced mechanics as well as extended pilot-owner privileges. Therefore, removing the ELA1 airplane limitation requires full compliance with conditions set in Part-66.</p>

Rule	AMC/GM	Compliance
3. the conditions to remove the limitations, specifying the module/sub-jects on which examination is needed to remove the limitations and obtain a full aircraft maintenance licence, or to include an additional (sub-) category. This shall include the modules defined in Appendix I to this Annex (Part-66) not covered by the national qualification.	This means that, in order to remove such limitations, full compliance with the conditions of Part-66 needs to be demonstrated.	
66.B.310 Conversion report for approved maintenance organisations authorisations	AMC 66.B.310(a) Conversion report for approved maintenance organisations' authorisations	This document does not cover conversion of approved maintenance organisations authorisations

4 Conversion of national mechanic licences

The following tables contains information of how the conversion of national privileges/licences shall be made. The national privilege is shown on the right of the table. The corresponding Part-66/L licence subcategory, rating and limitation is indicated with letter 'X' and can be read from the left. The removal of possible limitation is shown on the middle.

4.1 National licence with sailplane or TMG privileges

National licences with sailplane or TMG privileges includes at least one structural material. This privilege is shown as a inclusion in the licence.

Converted licence/category						National privilege						
Part-66/L						Sport or national license						
Sub-category	Aircraft rating	Limitations	Rule	Removal of limitation	Notes	Sailplanes	TMGs	Composite	Metallic	Wood	Metal tube/Fabric	Radio/Navigation excl.
L1	sailplanes		66.A.3(f)			X	X					
L2	powered sailplanes and ELA1 aeroplanes				L2 includes L1	X*	X					
		aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008	GM 66.A.70(d)	N/A		X	X					
		ELA1 aeroplanes	GM 66.A.70(d)	GM 66.B.305 (b)3: Full compliance	Only in L2	X	X					
		ATA 23 Communication, ATA 34 Navigation	PEL M3-4 3.2.2 f)	Module 12L								X
		wooden-structure aircraft covered with fabric	66.A.45(h) (ii)(1)	Module 4L + experience acc. 66.A.50(b) & AMC				X	X		X	
		aircraft with metal-tubing structure covered with fabric		Module 4L + experience acc. 66.A.50(b) & AMC				X	X	X		
		metal-structure aircraft		Module 6L + experience acc. 66.A.50(b) & AMC				X		X	X	
		composite-structure aircraft		Module 5L + experience acc. 66.A.50(b) & AMC					X	X	X	

* indicates that the applicant can provide documentation of theoretical/practical training of this item according to AIR M1-5 chapter 19.6 or PEL M3-4 chapter 3.1.2.

4.2 National licence with balloon privileges

Converted licence/category						National privilege
Part-66/L						Sport or national license
Sub-category	Aircraft rating	Limitations	Rule	Removal of limitation	Notes	balloons
L3H	hot-air balloons		66.A.3(f)			X
L3G	gas balloons					X*
L4H	hot-air airships				(other than Group 1)	X*
		aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008	GM 66.A.70(d)	N/A		X
		other than ELA1 gas balloons	66.A.45(h)(ii)(2)	66.A.45(h)(ii)	Only in L3G	X

* indicates that the applicant can provide documentation of theoretical/practical training of this item according to AIR M1-5 chapter 19.6.

4.3 Conversion of national extended pilot-owner privileges

Please refer to chapter 4.1 for structural limitations included in L1 or L2.

Converted licence/category						National privilege		
Part-66/L						Extended pilot-owner mainenance		
Sub-category	Aircraft rating	Limitations	Rule	Removal of limitation	Notes	Annual inspections sailplane	Annual inspections-Balloons	Radio/Navigation excluded
L1	sailplanes		66.A.3(f)			X	X	
L2	powered sailplanes and ELA1 aeroplanes				L2 includes L1	X*	X	
L3H	hot-air balloons						X*	
L3G	gas balloons						X*	
		aircraft not owned by the license holder	GM 66.A.70(d)	GM 66.B.305(b)3: Full compliance		X	X	
		aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008	GM 66.A.70(d)	N/A		X	X	
		ELA1 aeroplanes	GM 66.A.70(d)	GM 66.B.305 (b)3: Full compliance	Only in L2	X		
		other than ELA1 gas balloons	66.A.45(h)(ii)(2)	66.A.45(h)(ii)	Only in L3G		X	
		ATA 23 Communication, ATA 34 Navigation	PEL M3-4 3.2.2 f)	Module 12L				X
		complex maintenance tasks provided for in Appendix VII to Annex I (Part-M), standard changes provided for in point 21.A.90B of Annex I (Part-21) to Regulation (EU) No 748/2012 and standard repairs provided for in point 21.A.431B of Annex I (Part-21) to Regulation (EU) No 748/2012.	66.A.45(h)(ii)(3)	1 year additional appropriate experience according to 66.A.30(a)(2b)(i)		X	X	

* indicates that the applicant can provide documentation of theoretical/practical training of this item according to AIR M1-5 chapter 19.6

4.4 Conversion of existing Part-66 privileges

The holder of Part-66 aircraft maintenance licence in subcategory B1.2 endorsed with the Group 3 rating, or in category B3 endorsed with the rating 'piston engine non-pressurised aeroplanes of 2 000 kg MTOM and below', fulfills the requirements for the issuance of a licence in subcategories L1 and L2 with the corresponding full ratings and with the same limitations as in the B1.2/B3 licence.

These privileges will be issued on licence on next renewal and are immediately effective on Finnish territory starting at 1.10.2019.

Converted licence						Current privilege	
Part-66						Part-66	
Sub-category	Aircraft rating	Limitations	Rule	Removal of limitation	Notes	B1.2 & Group 3	B3 & 'piston engine..'
L1	sailplanes		66.A.3(f)			X	X
L2	powered sailplanes and ELA1 aeroplanes				L2 includes L1	X	X
		aircraft used by air carriers licensed in accordance with Regulation (EU) No 1008/2008	GM 66.A.70(d)	N/A	Applicable only for category L	X	X
		wooden-structure aircraft covered with fabric	66.A.45(h)(ii)(1)	66.A.50(b) & AMC		*	*
		aircraft with metal-tubing structure covered with fabric		66.A.50(b) & AMC		*	*
		metal-structure aircraft		66.A.50(b) & AMC		*	*
		composite-structure aircraft		66.A.50(b) & AMC		*	*

* Structural limitations as set in B1.2/Group 3 or B3/'piston engine..'

5 Attachments

1. PEL M3-4 Ilma-alushuoltajan kansalliset vaatimukset 1.1.2013
2. AIR M1-5 ILMAILUVÄLINEIDEN HUOLTOTOIMINTA-, LENTOKELPOISUUDEN HALLINTA- JA MUUTOSTYÖVAATIMUKSET 20.12.2016
3. Finnish Aviation Act 864/2014 Link (not attached): <http://www.finlex.fi/fi/laki/ajantasa/2014/20140864>